

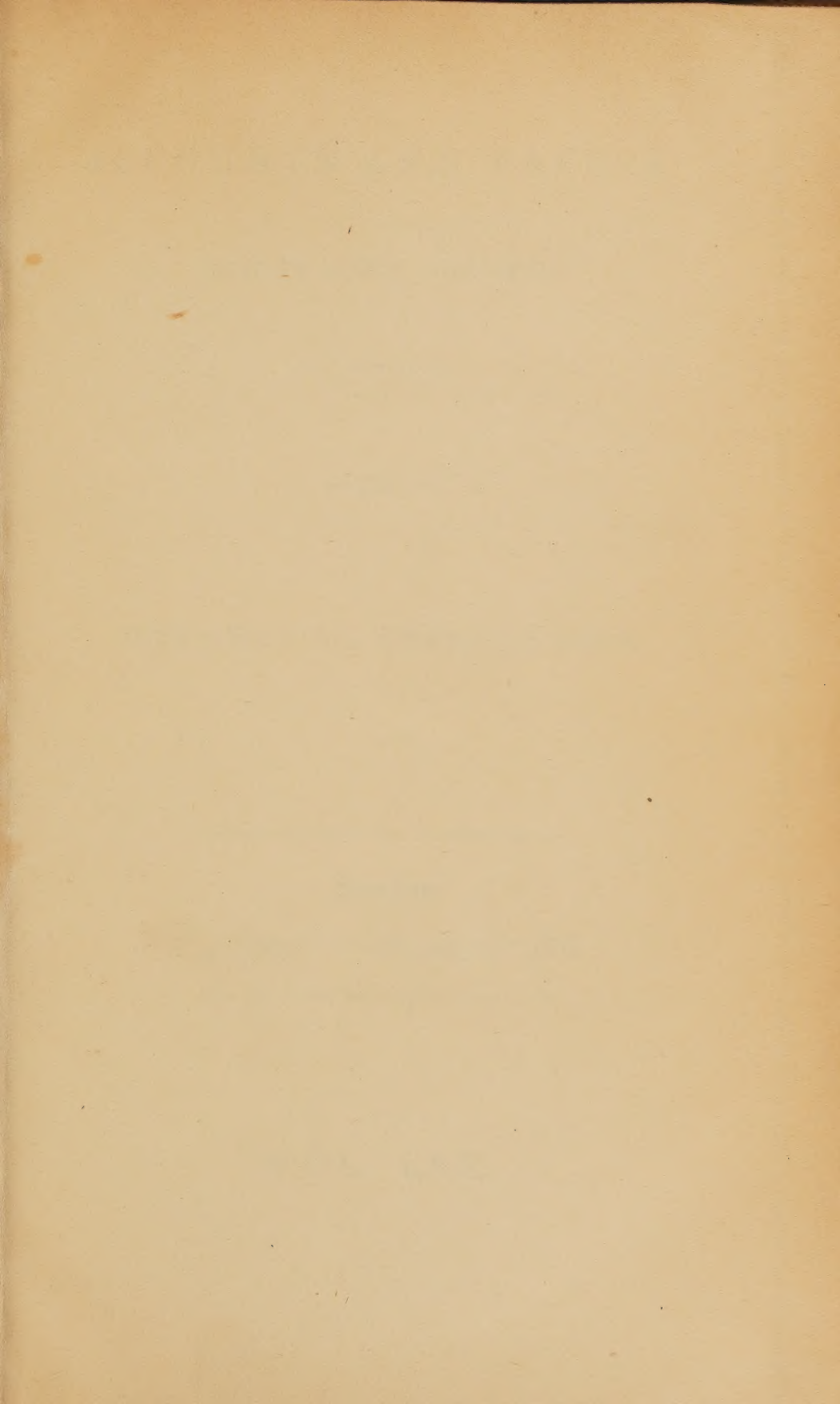
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ACCOUNTS AND PAPERS:

THIRTY-NINE VOLUMES.

—(32.)—

COMMERCIAL REPORTS (1866).

Session

1 *February* — 10 *August* 1866.

VOL. LXX.

ACCOUNTS AND PAPERS

THIRTY-NINE VOLUMES

— (55) —

COMMERCIAL REPORTS CASES

Session

1 February — 10 August 1866

VOL. LXX

ACCOUNTS AND PAPERS;

1866.

THIRTY-NINE VOLUMES:—CONTENTS OF THE THIRTY-SECOND VOLUME.

N. B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

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1886.

THIRTY-NINE VOLUMES:—CONTENTS OF THE

THIRTY-SECOND VOLUME.

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CONTENTS OF THE THIRTY-SECOND VOLUME.	
1.	Consular Reports received at the Foreign Office from Majesty's Consuls in 1886.
2.	Consular Reports received at the Foreign Office from Majesty's Consuls in 1886.
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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE



FROM

HER MAJESTY'S CONSULS,

IN 1866.

*Presented by Command of Her Majesty to both Houses of Parliament,
FEBRUARY, 1866.*

LONDON :

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1866.

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COMMERCIAL REPORTS

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FROM

HER MAJESTY'S CONSULS.

BELGIUM.

ANTWERP.

Report by Mr. Consul Grattan on the Trade of Antwerp for the Year 1864.

In order to present a view of the navigation and commerce of Antwerp during the year 1864, and at the same time to afford a ready means of comparison with the returns of the previous year, the principal statistics of the years 1863 and 1864 are subjoined together in tabular form.

Shipping.

ENTERED.

			Vessels.	Tons.
1863	..	..	2,553	609,353
„	British	..	917	236,758
1864	..	..	2,753	701,035
„	British	..	1,031	260,856

WHENCE ARRIVED.

From			Number of Vessels.	
			1863.	1864.
Great Britain	..	..	784	873
France	..	..	112	170
America	..	..	110	126
Brazils	..	..	43	28
Mediterranean	..	..	87	98
Spain .	..	..	178	261
India .	..	..	21	25
Cuba .	..	..	40	38
St. Domingo .	..	..	36	31
Rio de la Plata	..	..	123	135
Turkey and Black Sea	..	..	113	93
Pacific Ocean	..	..	53	63

CLEARED.

		With Cargoes.	In Ballast.	Total.
1863	.. ..	1,752	819	2,571
"	British ..	759	149	908
1864	.. ..	1,929	806	2,735
"	British ..	926	101	1,027

Imports.

Articles.	1863.	1864.
Coffee kilos.	14,444,650	13,111,718
Coals "	2,222,331	4,668,737
Seeds (Oleaginous) "	30,972,461	49,316,583
Wheat "	99,710,021	42,498,784
Rye "	8,561,899	3,439,414
Wool "	16,899,158	24,180,318
Sugar "	12,993,450	11,649,620
Rags "	1,087,856	1,565,867
Manure "	77,136,596	90,659,742
Groceries.. .. francs	85,675	98,245
Woollen Thread.. .. kilos.	88,115	84,343
Lemons and Oranges "	1,549,330	1,377,046
Linseed "	3,083,159	2,930,553
Hops "	479,663	377,479
Oil (Manufactured) "	1,234,708	2,584,252
Lead "	2,421,728	4,210,103
Pepper and Pimento "	245,105	208,185
Petroleum. "	15,038,090	29,138,881
Rice (Pealed) "	15,638,862	19,459,628
Sulphur "	1,723,786	1,615,785
Soap "	204,054	207,241
Tobacco (Manufactured) "	33,811	57,849
Pictures francs	387,922	595,392
Oil-cake kilos.	106,130	3,337,720
Meat "	7,910,107	1,820,804
Hides (Raw) "	13,391,108	17,056,229
Hides (Tanned and Prepared) "	142,779	79,819
Honey "	538,831	894,673
Wax "	62,103	60,626

Exports.

Articles.	1863.	1864.
Eggs number	7,580,320	9,160,560
Paper francs	6,822,633	7,902,625
Lead kilos.	3,600,161	5,467,003
Arms francs	4,855,360	5,838,955
Glass (Manufactures of) kilos.	16,232,731	21,489,238
Zinc "	10,265,011	8,152,374
Starch "	186,612	208,916
Wood (Articles manufactured of) francs	121,710	..
Lime kilos.	439,193	562,193
Bark "	3,888,867	3,580,800
Cheese "	57,143	43,654
Fruit "	14,690,481	11,303,629
Seeds "	1,905,239	1,561,845
Tallow "	3,273,241	3,709,992
Dye Stuffs. "	2,545,972	2,336,431

Imports from Great Britain into Antwerp.

Articles.	1863.	1864.
Cocoa kilos.	117,531	60,832
Coffee "	607,016	1,679,193
Caoutchouc "	32,751	22,481
Coals "	1,932,457	4,598,153
Lime "	55,647	40,487
Copper "	1,223,270	534,977
Figs "	744	64,400
Raisins "	102,351	27,614
Seeds (Oleaginous) "	1,173,760	3,018,011
Wheat "	2,643,236	5,904,192
Rye "	6,344	165
Tallow "	271,808	361,397
Hops "	62,552	175,451
Metals and Minerals "	10,082,202	7,170,428
Fish "	64,207	82,173
Rice (Pealed) "	996,659	3,178,241
Tea. "	21,405	26,982
Wool "	2,532,129	4,010,659
Machinery. "	1,360,420	1,077,943
Hides (Raw) "	1,245,123	1,503,552
Hides (Tanned and Prepared) "	132,756	72,134
Salt "	9,257,168	7,880,755
Sugar "	998,213	937,380
Perfumery. "	5,457	4,400
Pepper and Pimento "	54,952	95,223
Petroleum. "	2,862,437	4,418,889

Exports from Antwerp to Great Britain.

Articles.	1863.	1864.
Butter kilos.	229,844	213,110
Coals "	735,000	1,715,000
Bark "	3,222,867	3,534,800
Glass (Manufactures of) "	3,846,860	4,840,754
Pyrites "	10,703,000	6,135,020
Fruit "	14,654,786	11,279,014
Seeds "	1,333,736	1,382,811
Wool (Native) "	2,664,166	3,699,095
Metals and Minerals "	5,520,720	6,401,688
Furniture francs	81,802	51,937
Arms "	2,369,865	1,889,561
Eggs number	7,580,280	9,160,560
Paper francs	3,957,507	4,626,320
Leather "	117,857	429,262
Marble "	378,099	409,930
Lead kilos.	1,418,812	1,670,608
Hides (Tanned and Prepared) "	20,060	10,770
Potatoes "	8,861	1,444
Zinc "	5,593,339	3,239,248
Dye Stuffs. "	477,931	251,274
Cotton (Manufactures of) "	42,965	94,688
Wool "	885,609	1,012,197
Flax "	34,740	74,403
Tallow "	79,927	31,891
Hops "	489,621	332,224
Oil. "	259,542	234,758
Pictures francs	440,300	189,222
Tobacco (Manufactured) kilos.	17,880	25,927

Transit Trade.

		1863.	1864.
Articles estimated according to weight..	.. kilos.	87,424,611	95,048,073
" " " value ..	.. francs	3,622,927	3,615,705
" " " measurement, cub. met.		10,358	15,867
Liquids	 hectol.	10,749	10,218

The progress of trade during the year 1864, as evidenced by the foregoing Tables, appears to have been on the whole satisfactory. The shipping returns show an increase of 200 vessels, with a combined tonnage of 91,682 tons, over the previous year, and of British vessels an increase during the same year of 114 vessels, with a tonnage of 24,098 tons.

The general intercourse of Antwerp with foreign countries—especially with England, France, Spain, the United States, South America, and the north of Europe—is largely on the increase, a small falling off being, however, noticeable in respect to the trade with the Brazils, Mexico, and Cuba. There was a larger quantity of timber, hemp, flax, tow, hides, guano, lead, iron, rice, petroleum, tobacco, cocoa, coals, metals and minerals, cotton, woollen, and silk fabrics, fish, paper, tea, oleaginous seeds, potashes, and cotton-wool imported at this port in 1864 than in 1863, against a diminution in coffee, cotton, cotton-seed, linseed, hops, dried fruit, copper, resin, sugar, wheat, rye, flour, machinery, and sulphur.

The exports amounted in the year 1864 to 313,700,879 kilos., against, in 1863, 220,131,044 kilos.

The transit trade on the other hand does not for various reasons appear to be increasing very materially, nor do the returns published by the Chamber of Commerce for several years past seem to have varied to any considerable extent. The following are amongst the leading articles of import.

Hides.—There were about 80,000 more hides imported during the year 1864 than in 1863, the greater part of which were salted; but they appear to have been somewhat inferior in point of quality and preservation, with a falling market.

Wool.—The chief increase was in the River Plate wool, which has of late years found a ready sale in this market, and is largely imported; while other qualities, such as the Cape of Good Hope wool, appear to be in a great measure overlooked by importers. Some Cape wool, however, reaches this market from England, there being but little direct intercourse with the colony. The stock at the end of the year was 8,533 bales, of which 6,710 bales were from the River Plate.

Guano.—The returns show a large increase in the amount imported during the year 1864, the supplies being chiefly derived by direct shipment from Peru. Considerable quantities of guano were, however, imported from Chili, the River Plate, and Holland, also a small quantity from England.

Tobacco.—The low prices which prevailed during the year 1864 rendered this branch of business far from remunerative. The best qualities of Cuban, Haytian, and Brazilian tobacco were, however, much in demand, some direct supplies being also received from Manilla.

Flax.—The imports during the year 1864 may be thus classified—

	Kilos.
From Riga	about 1,100,000
" Odessa	16,000
" Memel and Königsberg ..	36,000
" France	11,000
" England	195,000
" Holland	450,000
Total	1,808,000

Against about 1,000,000 kilos. in 1863.

Hemp.—The quantities received were the following—

					Kilos.
From Riga	..	..	..	..	about 200,000
„ St. Petersburg	..	..	..	..	57,000
„ Manilla	..	..	..	..	66,000
„ England	..	..	..	..	962,000
„ France	..	..	..	..	70,000
„ Holland	..	..	..	..	388,000
Total	..	..	..	..	1,743,000

Against about 1,200,000 kilos. in 1863.

There was but little Italian hemp in the market during the year, but it is probable that it may be more largely imported in future.

Grain.—The abundant harvests of the last two years have necessarily lessened the activity of the foreign grain trade, the imports falling lower in 1864 than during the previous year. The wheat and rye of domestic growth having been both abundant and of good quality sufficed to meet the demands for home consumption. The continuance of the drouth on the other hand was unfavourable to barley and oats, the amount of the two products imported from foreign countries exceeding by about nineteen millions of kilogrammes the quantities imported in 1863.

Petroleum.—The rising importance of this article, which has attracted so large a share of attention during the last two or three years, was more than maintained during the year 1864.

An advantageous geographical position, combined with the activity and zeal with which the mercantile community have applied themselves to the development of this branch of trade, have rapidly attracted an immense amount of business to this port. The imports of the year 1862 amounted to 62,000 barrels; in 1863 they reached 105,000 barrels; and in 1864 they had attained 230,000 barrels.

The following Table shows the comparative quantities exported from New York to the principal ports of Europe during the first eleven months of the years 1863 and 1864.

				1863.	1864.
				Gallons.	Gallons.
Antwerp..	..	..	..	2,337,356	4,149,821
London ..	..	..	..	2,493,554	1,339,668
Liverpool	..	..	..	2,156,851	734,755
Havre ..	..	..	..	1,439,567	2,180,638
Marseilles	..	..	..	998,183	1,983,977

It must be observed that by far the greatest portion of the oil received at Antwerp is refined, one-eighth perhaps only of the amount being crude oil.

The changes in the law, which have materially facilitated the sale of foreign ships in Belgium, have led to the purchase of several foreign vessels by Belgian subjects.

The following statement of the shipping owned at Antwerp shows an increase during the year 1864 of eleven vessels sailing under the national flag, and an augmentation in the tonnage of 7,876 tons.

Number of vessels in 1863, 54; in 1864, 65. Tonnage in 1863, 19,069 tons; in 1864, 26,945 tons.

The emigration returns, as will be shown by the following Table, exhibit a considerable increase in the number of emigrants who embarked

at this port in 1864. They are thus classified in the last report of the Chamber of Commerce—

	1863.	1864.
For New York	2,086	4,581
„ Boston	..	860
„ Quebec	..	116
„ Rio Janeiro	377	112
„ Montevideo	156	28
„ Rio Grande	255	193
Total	2,874	5,827

The industrial establishments of Antwerp and its vicinity enjoyed a fair degree of prosperity during the year 1864. The distilleries, breweries, cigar, woollen, and paper manufactories, soap-boiling establishments, and especially the manufactory of artificial guano established at Kiel, carried on a remunerative business during the year.

On the other hand the sugar refineries, bleacheries, tan-yards, and the lace and cotton manufactories were less prosperous. Shipbuilding has come almost to a stand still at Antwerp, no new ships having been launched during the year.

The following companies, organized during the year 1864, and which have lately gone into operation in this city, are worthy of special notice:—

1. “La Société Commerciale Belge.”
2. “La Compagnie des Docks, Entrepôts et Magasins Généraux d’Anvers.”
3. “La Banque de Crédit Commercial.”
4. “La Société de l’Union du Crédit.”

The first three companies above-mentioned are due to the initiative of the same persons, and are intended to facilitate within their respective limits and in co-operation with each other an important series of mercantile and financial operations, the progress of which it may be interesting to watch. One of the leading objects intended by the promoters is the introduction and use of the system of dock warrants now recognised by law, but the value of which has not as yet been practically tested in Belgium. The “Société de l’Union du Crédit” is a banking institution especially established for the purpose of discounting commercial paper.

TABLE of English Equivalents of Weights and Measures mentioned in the foregoing Report.

Kilogramme.. ..	=	2 lbs. 3 ozs. 4½ drams Avoirdupois.
Hectolitre of Grain..	=	2·839 Winchester Bushels.
„ of Liquids	=	22 Imperial Gallons.
Metre.	=	39·37100 Inches.

Antwerp, December 9, 1865.

FRANCE.

NANTES.

Report by Mr. Consul Barrow on the Trade and Commerce of Nantes for the Year 1865.

Shipping and Navigation.—During the year 1865, 170 British ships (of which 140 were laden with 18,424 tons of coals, value 18,424*l.*; 50 with sugar, iron, tin, clay, lead, pitch, soda, machinery, and general cargo; and 16 in ballast) arrived at Nantes, and 153 at St. Nazaire. The shipping in the early part of the year was about the same as in previous years. Towards the middle of the year very few ships arrived at this port from England, owing to the equalization of the prices of grain: and the freights rendering it impossible for merchants to make a profitable business of conveying grain to England. But towards the fall of the year the demand for vessels has been considerable, and at the present time there are 25 vessels in this port loading wheat and flour for various parts of England. But owing to the bad state of the Loire the vessels which came to Nantes scarcely average 100 tons each, all ships of large tonnage remaining at St. Nazaire, which appears destined to become a port of considerable importance, the harbour being good, and the approach to it well lighted. So much so that while 170 British vessels have loaded at this port during the year, forming a total amount of 18,899 tons, a nearly equal number of vessels have entered St. Nazaire, forming a total of 52,860 tons, of which 90 were steamships, forming together 36,311 tons, all from the United Kingdom, three sailing vessels from Havana, three from the Mauritius, four from Canada, one from Rio, one from Porto Rico, and two from Callao.

Trade and Commerce.—The total imports in British ships to Nantes have been 25,863 tons and exports 27,263 tons. The imports in British ships to St. Nazaire have been 57,677 tons of coal, 850 tons of iron and machinery, from the United Kingdom; 3,950 tons of guano from Callao; 800 casks of sugar from Porto Rico; 6,620 casks of sugar from Havana; 17,566 bags of sugar from the Mauritius; 400 casks of sugar from Rio. The export in British vessels has been as follows:—41,400 quarters of barley, 3,651 tons of flour, 660 tons of wheat, 400 barrels of pork for Great Britain. Thirty-eight Norwegian ships have arrived at St. Nazaire from Norway and Sweden with timber; one Austrian vessel from Bordeaux in ballast; two Spanish vessels from Spain in ballast; two American ships from Callao with guano; two Russian vessels from Bordeaux in ballast; three Dutch vessels from Rotterdam with general cargoes, and three Italian ships from Naples with bones. The import trade in French vessels at St. Nazaire has consisted principally of sugar, rice, and coffee. The first article, amounting to about 222,000 bags and cases, from Havana, Mauritius, Réunion, Martinique, Guadaloupe, and Porto Cabello. The second article amounts to about 13,000 bags from Madagascar; and the third, viz., coffee about 16,400 bags, in addition to which small quantities of pepper, gum, indigo, and flax have been brought to St. Nazaire, together with some chests of tea from Manilla. But the most important movement at St. Nazaire is owing to the installation of a regular line of steamers which leave on the 6th of every month with passengers and mails for Martinique, St. Marthe, Aspinwall, St. Lucia, St. Vincent, Grenada, Trinidad, Demerara, Surinam, Cayenne, Central

America, California, Equador, Peru, and Chili. And on the 16th of every month for St. Thomas, Havana, Vera Cruz, Porto Rico, Cape Haitie, Santiago, Jamaica, Guadaloupe, and Martinique. Eleven French transports have entered the dock to ship boilers and machinery for the various dockyards. Another steamship of 3,000 tons for the Transatlantic Company has been launched this year, and two more have been purchased in England by the same company.

The works for the new docks are in progress, and a sum of money has been voted by the Government for lengthening the jetties, which is much required. A new railway terminus is nearly completed, the situation of which will be most important for the interests of commerce in general, but more particularly so for the Transatlantic Company, as it is situated nearly opposite to the large basin, and to the Company's warehouses, the present terminus being nearly a mile distant from the town and dock. New buildings are naturally arising in all parts of the town and suburbs—streets are planned—and the spirit of improvement manifests itself everywhere—giving good grounds for supposing that in a few years St. Nazaire will become a very considerable commercial port. Whilst on the other hand, the bad state of the river leading to Nantes, added to the progress which St. Nazaire is making, are likely eventually to render Nantes a place of very secondary importance.

The Domestic Trade.—The domestic trade is principally confined to sugar refining, ship building, agriculture, and vine growing. One of the principal refineries has been closed for some months, but will probably recommence business next year.

Rates of Exchange.—The rates of exchange have averaged 25 francs 25 cents to the pound sterling during the year.

Agriculture.—The crops have been very good, especially the vines, which have brought forth more grapes than during many preceding years.

Animal and Vegetable Produce.—The animal and vegetable produce have been satisfactory, no symptoms of disease having manifested themselves in this department, with the exception of the fruit trees, especially the apples, few having arrived at maturity without being pierced through with one or more holes, the heart often being rotten, or rapidly becoming so after they have been gathered.

The Loire is gradually becoming less navigable owing to the numerous deposits of sand in various parts forming large sand-banks and rendering the navigation difficult and even dangerous, causing also considerable prejudice to the shipping interests, as vessels of even less than a hundred tons burden can only arrive and depart at the time of spring tides.

A quarter of a century ago steamers ran from Nantes to Tours, but as the facilities of navigation diminished these steamers ceased to run further than Angers. During the last six months even they have been compelled to cease running, and it seems doubtful whether they will ever be able to resume the traffic. It is only eight years ago (when St. Nazaire was in its infancy) that steamers for Gibraltar and other foreign ports embarked their passengers and merchandise from the quay of Nantes: at present they have ceased to do so, as the depth of water in the Loire is insufficient for them. The plan for making a canal from Nantes to the sea is still warmly encouraged by many of the leading merchants and others; but the scheme is, in itself, so gigantic—the expense of completing it would be so overwhelming, and the advantages resulting from its completion so comparatively small, that it appears more than probable that it will never be executed, as the railway to St. Nazaire offers the merchants every facility for unloading their cargoes at St. Nazaire and

transporting them by rail to Nantes. During the past year there have been constructed and launched at Nantes, 8 barques with a total tonnage of 5,480 tons, 7 brigs of 1,690 tons, 4 schooners of 760 tons, 2 luggers of 280 tons, being in all 21 vessels and 8,210 tons. The number is less than in 1864, but the tonnage greater in proportion.

At Croisic there has only been one vessel during the year; this vessel was the "Aberystwith," a steamer driven there by stress of weather on her way to Nantes.

Nine French vessels brought about 800 tons of coal; 5 Norwegian vessels entered laden with salt fish, the total value of which was about 500*l.*; and 4 vessels from Norway with timber, valuing about 350*l.* Salt to the amount of about 1,340 tons has been exported from Croisic during the year, value 800*l.*, and potatoes for England to the value of 1,100*l.*

The sardine fishery has been abundant and 700 tons of salt, have been employed in salting them.

Mines.—No efforts have been made to open any mines, nor to work those which are already open. The factories principally consist of cotton, wool, and hemp spinning; the Government factory for tobacco gives employment to a large number of people, mostly women. The gas and waterworks, together with the copper and iron foundries, also employ a considerable portion of the labouring class.

PUBLIC WORKS.

The public works at Nantes consist of a very handsome fountain, lately erected in the centre of the Place Royal, a large barrack for the gendarmes, and a prison near the Court House. The theatre has been closed the greater part of this year, as it is undergoing thorough repair, and will probably be opened in the spring of 1866.

The railway from Nantes to Napoleon Vendée, and from thence to Sables a'Olmes, will probably be open to the public in June or July next: one of the bridges built over the Loire for that purpose being completed and tested, the other rapidly advancing towards completion.

Much advantage is expected to accrue to Nantes, where the works of this line of communication with the departments of the Vendée are terminated.

There has been considerable delay in opening this line, owing to difficulties which the company have had to encounter with various land-owners, difficulties which are at length overcome. On the whole the spirit of improvement seems to be gradually developing itself in this district, and the people appear disposed to shake off that apathy which has so long been their peculiar characteristic.

Nantes, January 1, 1866.

HANS TOWNS.

CUXHAVEN.

Report by Mr. Vice-Consul Dultz on the Trade of Cuxhaven for the Year 1865.

It must always be remembered that Cuxhaven, the principal place of the Hamburg territory of Ritzbüttel, is nothing but a port of refuge for vessels in distress, or seeking shelter, and by no means a manufacturing place or port of commercial business of any extent whatever. Cuxhaven is a free port without harbour dues, light, or tonnage dues, &c.; and there being no customs, no control whatever is kept on the import or export of goods, and consequently no statistical returns are to be had on these subjects from the local authorities.

SHIPPING AND NAVIGATION.

No official lists being kept of all vessels entering and leaving this port, all particulars about shipping must be obtained by private information.

British and Foreign Shipping.—The following is a list of vessels which entered the port of Cuxhaven in the year 1865, coming from Great Britain, and leaving Cuxhaven for Great Britain, viz. :

Nationality.	Entered.			Cleared.		
	With Cargo (Coals).	In Ballast.	Total.	With Cargo.	In Ballast.	Total.
British.. ..	1	..	1	..	1	1
Cuxhaven (Hamburgh)	12	..	12	..	12	12
Hanoverian	1	1	2	1*	1	2
Dutch	1	..	1	..	1	1
Total.. ..	15	1	16	1	15	16

Coasting.—The coasting trade between Cuxhaven and Hamburg, Bremen, and the Hanoverian and Holstein ports, carried on by small crafts belonging to this port and neighbourhood, is only for the use of the inhabitants, and of no importance whatever. Very small quantities of grain and cattle have been conveyed to Hamburg in these small craft.

Ports and Harbours.—There has been erected in the year 1865 from the new stone breakwater at the entrance of the Cuxhaven harbour to the inner harbour a new pier of stone, laid down at a depth of twelve to fourteen feet below low water mark; and a new wooden pile work has been built at the entrance of the harbour, opposite the new stone breakwater. The harbour steam-engine for digging, and lighters, were again sent here this summer from Hamburg, and have been at work for some months. The expenses for these diggings amount to about 8,350 marks courant, or about 500*l*. The disbursements for the quays and pile works in the harbour, &c., in 1865, amount to about 76,500 marks courant, or about 4,600*l*., and for maintaining the works and stone breakwaters, &c.,

* With oats,

along the whole shore in 1865, about 106,000 marks courant, or about 6,350*l.*, have been expended.

Lighthouses, Lights, and Shipbuilding.—No alterations have taken place in the lighthouses and lights, and no new ships have been built here in 1865.

TRADE AND COMMERCE.

Exports.—The only export to Great Britain consists, in 1865, of 700 quarters of oats, shipped in a Hanoverian vessel. To Hamburgh and neighbouring ports very small quantities of grain and cattle have been shipped in small crafts.

Imports.—From Great Britain about seventy-six keels of coals have been imported here in 1865, but no other goods. The import from Hamburgh, Bremen, and neighbouring ports consists only of goods for the use of the population, and is of no amount. The same being subject to no control whatever, no particulars on this head can be obtained.

Domestic Trade.—The domestic trade is hardly worth mentioning, and there being heavy customs in the Hanoverian environs, very little business is done with the farmers of the neighbouring country.

Corn and grain are the only goods of which any prices can be quoted. The following is a return of the prices, free on board, of the several kinds of corn and grain, of potatoes and other agricultural produce at the port of Cuxhaven during the year 1865:

	Foreign,				English.				
	Lowest.		Highest.		Lowest.		Highest.		
	<i>M.c.</i>	<i>s.</i>	<i>M.c.</i>	<i>s.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	
Wheat per last	225	0	390	0	24	10	39	2	per imp. qr.
Rye .. "	200	0	300	0	22	1	33	9	"
Rapeseed.. "	412	8	637	8	46	8	61	2	"
Beans .. "	210	0	300	0	23	1	33	1	"
Oats .. "	100	0	150	0	11	1	16	6	"
Barley .. "	150	0	210	0	16	6	22	1	"
Potatoes, per hmtn	0	10	1	2	1	2	2	0	per bushel.

NOTE.—Shipping charges per last, 3 marks courant, or per imperial quarter, 4*d.* sterling.

There were exported to England 700 quarters of oats.

There is no tariff in Cuxhaven, nor any banks, and the district of Ritzebüttel belonging to Hamburgh, the laws, rates of exchange, weights, measures, and money, are all the same as in Hamburgh.

Agriculture.—The produce of this district consists of small quantities of wheat, rye, barley, oats, and rapeseed, all of ordinary and middling quality, as well as of potatoes. The crop of rapeseed in 1865 was better than in the preceding year, although still very trifling, about 600 quarters. The average produce of the territory of Ritzebüttel per year is about 2,000 quarters of wheat, 1,000 to 1,200 quarters of rye, and 600 to 700 quarters of barley, as well as of oats and beans; and this will be very near the amount of produce in 1865. About the whole produce is consumed in the district, and of potatoes the produce is not yet sufficient for the use of the population.

Population and Industries.—No report whatever can be given relating to mines, factories, &c., there being none in this district. The people in this district are greatly employed as pilots, watermen, crews of light-vessels, pilot-boats, &c. There are also some farmers, petty tradesmen, carpenters, labourers, &c. The total amount of population in the Government of Ritzebüttel is about 6,000.

Public Works.—No alteration in the roads of this district has taken place, and there do not exist any railroads, canals, bridges, &c., here.

Telegraph.—From the beginning of the year 1866, the telegraph station in Cuxhaven, as well as the Hamburg telegraph, formerly in the hands of a private company, becomes the property of the Hamburg Government, and the tariff will be conformed to the regulations of the International Telegraph Treaty. The price of a telegram of twenty words from Cuxhaven to Hamburg accordingly is reduced from twelvepence to elevenpence currency, or about tenpence sterling. The plan of laying down direct wires from Cuxhaven to the island of Neuwerk and Heligoland, and to England, has not yet been carried into execution.

Cuxhaven, January 2, 1866.

MADAGASCAR.

Report by Mr. Consul Pakenham on the Trade of Madagascar for the Year 1864.

DELAY in receiving the Mauritius Custom-house returns has rendered it impracticable for me to submit the present report at an earlier date.

The following Tables exhibit the movements of the shipping, and the total value of imports and exports to and from Madagascar and the Mauritius during the year 1864.

VESSELS entered at Madagascar from the Mauritius, with the Value of Imports during the Year 1864.

	With Cargo.			In Ballast.			Value of Imports.
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	
British ..	58*	15,191	1,148	16	4,290	305	} £ 32,731
Foreign ..	5	505	45				
Total ..	63	15,696	1,193	16	4,290	305	

VESSELS cleared at Madagascar for the Mauritius, with the Value of Exports, during the Year 1864.

	With Cargo.			In Ballast.			Value of Exports.
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	
British ..	71*	19,731	1,407	..	..	..	} £ 72,677
Foreign ..	4	840	44	..	..	..	
Total ..	75	20,571	1,451	..	..	..	

From these figures, as compared with those of the preceding year (1863), we find an apparent decrease in tonnage and the value of exports from Madagascar to the Mauritius in the following proportions :—

			Tons.	Value of Exports
1863	..	..	28,413	£ 103,126
1864	..	..	20,571	72,677
Difference			7,842	30,449

But this diminution in the value of exports is, in my opinion, attri-

* The number of ships noted in this column does not mean so many different vessels, inasmuch as the Mauritius vessels trading with Madagascar, though few in number, make many voyages each year.

butable rather to the large quantity of unsold goods returned to the Mauritius in 1863 than to any real falling off of export produce in 1864.

As regards the value of British imports to Madagascar in 1864, we, however, find more favourable results, as follows:—

							£
1863	..	..	..	..	..	..	22,654
1864	..	..	..	..	..	..	32,731

Increase in the value of Imports in 1864 .. £10,077

As noticed in my report for 1863, commercial intercourse with Madagascar is mainly carried on by British vessels trading between the ports on the east coast of the island, of which Tamatave is the most important. and the Mauritius. The staple exports are oxen and rice; and the principal imports consist of cotton goods, haberdashery, wines, spirits, and fermented liquors, as will be seen by the following statements.

STATEMENT of General Imports to Madagascar from the Mauritius during the Year 1864.

Articles.	Quantities.	Value.
		£ s. d.
Apothecary Wares	..	165 12 0
Apparel	..	584 0 0
Arms and Ammunition, Shot, Lead cwt.	12	30 0 0
Beads, Ornamental	..	100 0 0
Beer and Ale of all sorts dozen bottles	244	90 0 0
Books, printed	59½	155 0 0
Bread and Biscuit	9	20 0 0
Butter	1	2 0 0
Cabinet and Upholstery Wares	..	71 0 0
Candles, Composition	274	6 0 0
„ Wax and Sperm	25	1 0 0
Cement	19	5 0 0
Clocks and Watches	..	8 0 0
Coffee	6	10 0 0
Confectionery	..	55 16 0
Cordage, Hemp	4	22 0 0
Cordials and Liqueurs	259½	111 5 3
Corks and Bungs	263	17 4 0
Corn, Wheat Flour	94½	103 10 0
Cotton Manufactures, Plain yards	484,616	7,600 0 0
„ Coloured	196,130	6,478 17 0
„ Counterpanes and Quilts number	100	40 0 0
Earthen and China Wares	26,065	535 0 0
Fish, dried or salted	1	0 6 0
Glassware	7,920	193 0 0
Glasses, Looking and Mirrors number	3,840	56 0 0
Groceries	..	142 2 0
Haberdashery, Mercery, and Millinery	..	7,405 4 3
Hardware and Cutlery	..	1,060 18 0
Iron Bar	12	30 0 0
„ Wrought Nails	16	28 0 0
„ Wrought, of all other sorts	23	13 0 0
Jewellery	..	10 0 0
Lead Sheets and Pipes	32	35 0 0
„ Old, for manufacture	1	10 0 0
Leather, Unwrought	3	20 0 0
Lime	40	10 0 0
Machinery and Mill-work	..	20 0 0
Musical Instruments	..	20 0 0
Oil, Castor	2½	4 12 0
„ Cocoa-nut	83	10 10 0

Statement of General Imports—*continued.*

Articles.	Quantities.	Value.
		£ s. d.
Oil, Olive	28	8 6 0
„ of all other sorts	5	2 0 0
Painters' and Dyers' Colours and Materials.. ..	..	106 8 0
Perfumery	..	5 0 0
Pickles and Sauces	..	41 16 0
Pictures; viz., Oil Paintings	..	34 0 0
Plated and Gilt Wares	..	49 0 0
Plaster of Paris	..	10 0 0
Pork, Salted qrs.	2	1 0 0
Printing Type and Materials	..	15 0 0
Provisions, Preserved	..	375 0 0
Salt tons.	635	1,203 18 0
Soap cwt.	41½	63 16 0
Spices, Pepper lbs.	50	1 0 0
Spirits, Brandy galls.	154½	45 10 0
„ Geneva	24	5 0 0
„ Rum	86,438½	4,326 2 9
Stationery	..	142 16 0
Stones, Grindstones number	2	1 0 0
Sugar lbs.	125	1 0 0
Tin Plates	..	57 0 0
Tobacco Manufactured, Segars lbs.	25	3 0 0
Toys	..	14 0 0
Umbrellas, Cotton	..	80 0 0
„ Silk	..	16 0 0
Vinegar galls.	81	6 16 0
Wine { hhd. 88½ } ..	553	809 10 0
„ { doz. bottles } ..	4	1 0 0
Wood Casks, Empty number	17,000	20 0 0
„ Shingles	..	2 0 0
Woodenware	..	..
Total	£	32,731 15 3

STATEMENT of General Exports from Madagascar to the Mauritius during the Year 1864.

Articles.	Quantities.	Value.
		£ s. d.
Animals: Cows and Oxen number	10,176	50,661 0 0
„ Sheep	44	44 0 0
„ Swine	730	676 0 0
Apothecary Wares	..	8 4 0
Apparel	..	54 0 0
Bacon and Hams cwt.	16	7 0 0
Bags, Empty Gunny number	2,288	17 16 0
„ „ Straw	91,010	209 17 0
„ „ Vacoa	2,500	25 0 0
Baskets and Basket Work	..	8 4 0
Beef, Salted cwt.	21½	20 4 0
Books, Printed	1	10 0 0
Bread and Biscuits	43½	57 19 6
Brushes and Brooms	..	0 8 0
Candles, Composition lbs.	5,222	109 4 8
Canes and Sticks	..	1 4 0
Caoutchouc, Manufactures of	..	173 10 0
Charcoal, Animal cwt.	38	4 0 0
Cheese	5¼	11 12 0
Clocks and Watches number	200	128 0 0

Statement of General Exports—*continued.*

Articles.						Quantities.	Value.		
							£	s.	d.
Coffee	..	..	..	..	qrs.	2	1	0	0
Confectionery	..	..	..	..	..	..	1	0	0
Copper Sheet and Nails	..	..	..	..	cwt.	93½	299	7	0
Cordage, Hemp	..	..	..	..	"	1	1	15	0
Corn, Grain, &c., Beans	..	..	..	..	"	19½	16	8	0
Maize	..	..	..	..	"	3	1	0	0
Peas	..	..	..	..	"	648	323	12	0
Rice	..	..	..	..	{ bags of 164 lbs.	20,633	12,511	17	0
Wheat and Flour	..	..	..	..	lbs.	122			
Earthen and China Wares	..	..	..	..	cwt.	1,791½	1,026	18	0
Fish, dried and salted	..	..	..	..	pieces	1,425	15	11	0
Fruits, Pistachio Nuts	..	..	..	..	cwt.	2½	3	5	6
" Fresh	..	..	..	..	lbs.	10	0	2	0
Gum Copal	..	..	..	..	..	..	1	0	0
Gutta Percha	..	..	..	..	cwt.	593½	504	7	0
Haberdashery, Mercery, Millinery	..	..	..	..	..	..	566	0	0
Hardware and Cutlery	..	..	..	..	..	..	76	5	6
Hats, Silk	..	..	..	..	..	..	96	0	0
" Straw	..	..	..	..	number	120	6	0	0
Hides, Raw	..	..	..	..	"	13,495	161	18	0
Horns, Ox or Bull	..	..	..	..	"	332	76	7	0
Hulls of Vessels	..	..	..	..	"	500	1	12	0
Juice of Lemons or Lime	..	..	..	..	"	1	80	0	0
Lard	..	..	..	..	galls.	85	2	0	0
Leather, unwrought	..	..	..	..	..	10	0	4	0
Linen Sail Cloth	..	..	..	..	cwt.	14½	43	15	0
Mats and Matting	..	..	..	..	yards	92	1	0	0
Musical Instruments	..	..	..	..	..	..	122	1	11
Olive Oil	..	..	..	..	..	..	2	0	0
Painters' and Dyers' Colours and Materials	..	..	..	..	galls.	3	0	10	3
Paper, stained for hanging	..	..	..	..	..	..	3	18	0
Pickles and Sauces	..	..	..	..	rolls	600	10	0	0
Plants and Roots	..	..	..	..	..	..	19	4	0
Pork, salted	..	..	..	..	..	..	1	0	0
Provisions, Preserved	..	..	..	..	cwt.	3½	8	12	0
Rabannas	..	..	..	..	..	..	2	18	8
Soap	..	..	..	..	pieces	22,758	257	9	0
Specimens illustrative of Natural History	..	..	..	..	cwt.	63½	99	18	0
Spices, Cloves	..	..	..	..	..	..	15	0	0
" of all other sorts	..	..	..	..	cwt.	3½	3	2	0
Starch	..	..	..	..	"	1	0	10	0
Stationery	..	..	..	..	"	245½	146	6	0
Straw Ware	..	..	..	..	..	..	5	0	0
Sugar	..	..	..	..	..	..	11	2	0
Tallow	..	..	..	..	cwt.	3½	0	12	0
Tobacco, unmanufactured	..	..	..	..	lbs.	5	0	0	5
" manufactured	..	..	..	..	..	4,871	123	10	8
" " Segars	..	..	..	..	"	80,590	2,674	6	6
Wax, Bees	..	..	..	..	"	7½	1	10	2
Wine	..	..	..	..	cwt.	26½	104	13	0
Wood, Boards and Planks	..	..	..	..	..	2½	5	6	0
" Firewood	..	..	..	..	running feet	27,632	186	18	0
" Timber	..	..	..	..	..	31	20	10	0
" Woodenware	..	..	..	..	cubic feet	7,709	747	11	0
Total	..	..	..	..	..	..	£	72,677	0 9

In conclusion it may be noticed, with reference to cotton fabrics, that French manufactures are unable to compete with those of either Great

Britain or America. And it may further be observed that direct consignments of cotton goods from England might be profitably disposed of in Madagascar at lower rates than those ruling purchases effected at the Mauritius; but, to ensure the success of such operations, a due regard must be had for the commercial requirements of the moment, in order that the introduction be not in excess of the local consumption.

Tamatave, September 4, 1865.

OLDENBURG.

Report by Mr. Vice-Consul Gross on the Trade, &c., of the Grand Duchy of Oldenburg for the Year ending 31st December, 1865.

THE trade of the Grand Duchy of Oldenburg continues generally improving, and shows nearly in every item a steady and gradual increase.

The year 1865, therefore, may be counted as a favourable one for all branches of the trade, except agriculture, which suffered a great loss by the extraordinary dry weather prevailing all the summer, which damaged the grass so much as to force the cattle dealers to dispose of their stock at lower prices than they had anticipated.

For all other articles of exportation high prices prevailed during the whole year; this and the end of political disturbances here in Germany, and the United States of North America, gave favourable impulses to new commercial undertakings, which for the next year promise subjects for new and interesting communications, which they did not afford for the past year, except in the following:

Shipping and Navigation.—The interest in shipping gave for the last year but middling returns, yet shows an increase of about 1,300 tons over the year 1864.

At the end of the year 1864 the Oldenburg shipping, from the River Weser, consisted in all of about 184 sea-going vessels of a capacity of about 50,100 tons, and of about 318 coasting vessels and lighters, carrying about 9,000 tons.

In the course of the year 1865 of the sea-going vessels 22 were either lost or sold, and 27 were built and newly registered, thus giving for the year 1865 189 vessels of about 51,425 tons.

Comparing former years with the result of last year it shows that there existed in—

				Number of Vessels.	Tons.
1860..	..	..	..	207	56,000
1861..	..	..	..	196	56,500
1862..	..	..	..	186	51,500
1864..	..	..	..	183	49,000
1865..	..	..	..	184	50,100

Besides 318 coasting vessels, as stated above.

The principal towns to which these vessels belong are Brake, Elsfleth, and Oldenburg; the latter, the town residence of the Grand Duke, is situated on the River Hunte, a small shallow river, having no accommodation for seagoing vessels, and (as well as Elsfleth) is not accessible for larger vessels, and, therefore, the seagoing trade concentrates itself at Brake, where docks and all other necessary arrangements for shipping are established by Government.

Vessels up to 16 feet may come up here; larger vessels remain at Nordenhamm, Bremerhaven, or Geestemunde.

The Oldenburg ships find their principal employment in the Baltic, Mediterranean, and West Indian trade. Few trade to the East Indies, but all of them are in general sought for in the public freight market, having a good name with all insurance companies.

The herring fishery carried on for many years by several vessels on the coast of Scotland has entirely been given up, not being able to compete with the Scotch fishermen, who find in general here a good market for their catches.

The Greenland fishery has also entirely ceased, occasioned by the last unsuccessful trips of the vessels employed therewith, which induced the owners to employ the vessels in another trade.

The South Sea whale fishery is carried on with alternate success; the following Table shows the result during the last five years:—

			Number of Vessels.	Tonnage.	Crew.	Catch of Oil.	Catch of Whalebone.
						Barrels.	lbs.
1861	..	..	3	900	118	2,750	31,750
1862	..	..	3	900	118	3,200	30,600
1863	..	..	3	950	120	2,690	12,100
1864	..	..	3	1,350	162	3,040	34,600
1865	..	..	3	950	120	3,300	45,500

This is calculated a good middling return, which was still enlarged by their oil and whalebone being free from duty in all the Zollverein.

The intercourse of foreign ships at the Port of Brake consisted in the years—

			Vessels Arrived.	Vessels Sailed.	From British Ports.	To British Ports.	Of which carried the British Flag.
1861	..	..	587	573	300	226	66
1862	..	..	433	419	154	133	34
1863	..	..	421	426	122	120	25
1864	..	..	311	287	100	76	36
1865	..	..	391	378	131	145	31

Showing an increase of the last year of 80 vessels of about 15,000 tons, chiefly arising from the large importations of rye from the Baltic and rice from the East Indies.

The falling off of the British shipping trade here is occasioned chiefly by the falling off of the importation of British coals, the inland collieries here producing more coals than could be consumed by the inland factories; of which many for want of cotton lay entirely idle the last two years, and thus were forced to lower their prices considerably below the English prices, a circumstance which has already come to an end by the greater reliance to be placed on the cotton market, which has forced the collieries to raise their prices, wherefore, for the next year a larger importation of coals may be expected.

Shipbuilding is one of the principal industries in this district, giving employment to about 1,500 and 2,000 carpenters, smiths, and joiners; building for the last years in average about 30 vessels of about 11,250 tons.

The middling returns gained by the shipowners affected this trade to some extent for the time till July last year, when a good demand sprung up, by which prices of ships attracted, so that at present good first class vessels cannot be bought here at less than 135 rixdollars louisdor per last, being equal to 15*l.* per ton British register.

Marine insurances exist in this district (seven), with a capital of about 2,000,000 dollars, but not enough to cover all risks; wherefore a great many orders for insurance are given to other insurance companies abroad, for which reason the Oldenburg ships are all classed by the agents of the Veritas (a French company for the classification of ships), resident at Paris.

Buoys, beacons, lighthouses, and lights for the River Weser are in good condition and well kept up by the different Governments as well as the pilot institutions, and are in very good order, although the rates are very high, owing to the costly entertainments of the different pilot boats.

Harbour and dock here are in good condition and nothing new is to be stated thereon, but that dredging machines are daily busy to remove the sand and mud accumulating in the river, of which a good result may be expected.

A lifeboat institution exists here, with a station on the Island of Wangeroog, of which nothing remarkable is to be stated.

TRADE AND AGRICULTURAL COMMERCE.

The inland export trade consists in general in the agricultural produce, and gave for the last year a middling result, and concentrated itself in the export of rapeseed, wheat, oats, barley, and beans, of which about 50,000 quarters were exported, together with about 15,000 cwt. of butter, and about 30,000 head of all sorts of cattle, of which 10,000 went to the ports of London and Hull.

The importation into the Grand Duchy cannot exactly be ascertained, but consisted chiefly of coals and cokes, pig and bar iron, machinery and dry goods from Great Britain, wine and spirits from France, coffee and sugar from the West Indies and Bremen, and deals and planks from Norway and Canada.

A market price of these articles cannot be quoted; almost all goods were imported for home use or transmitted on foreign account.

The alteration in the tariff which took place on the 1st of July will have great influence on the importation of British manufactures, which now can successfully compete with the inland factories. The Tables of the custom-house here show already an increase of the importation of these goods, although the high prices of cotton prevents as yet the extensive business that may be expected.

The laws on commercial affairs are, since the introduction of the German code of commerce, in a better condition than before, and cannot be complained of.

Banks for public use do not exist, except savings banks, which do a good deal of business.

The money circulating is silver or golden coin. Bank notes or other paper money is circulating, but is no legal tender for payments due.

The average rate of exchange for the last year was 6 thalers 20 silbergroschen for 1*l.* British sterling.

Agriculture.—The harvest of the past year gave in all agricultural produce a good profit, with the exception of grass, as stated before, by which the farmers were forced to dispose of their cattle, keeping only a very small stock on hand, which will for the next season greatly influence the exportation from here, and make the prices rule higher than in common.

The market prices of all the agricultural produce is governed absolutely by the London quotations, owing to the easy communication therewith, wherefore the greatest part of the produce is exported either to London or Hull.

Population and Industries.—The population remains as before, and affords no subject for new communications, consisting in all of about 300,000 at the end of last year, three-fourths of whom gain their living by agricultural employment, the rest by trade and navigation.

No mines exist.

Factories, principally cotton spinning and weaving, from the middle of last year resumed their full time, apparently with a good success. Cotton used was principally imported from the East Indies, *via* Liverpool or

London, but some arrivals are now expected from the United States of North America.

Iron foundries and engine making are progressing favourably ; as yet their trade is too insufficient to be enumerated.

Public Works.—The public roads in the Grand Duchy as far as they have progressed are in a very good condition ; it is a great pity that this rich province does so very little for public communication.

Railways till of late were an unknown institution in the Grand Duchy ; one is now building from Heppens, *viâ* Varel and Oldenburg, to Bremen. Another from Brake to Bremen is now in contemplation, and will no doubt serve a great deal to enliven the trade of Brake. Canals and bridges, as far as they are required for the drainage of the country, are entertained by the commonalty, the Government having only the supervision ; they are in very good order.

Electric telegraphs go over the country, and are worked by Government officials at the same tariff as in the other parts of Germany.

The works at the marine establishment of Prussia at Heppens on the River Tade are progressing but slowly, arising out of the difficulty of finding proper foundations for the fortresses at the entrance of the docks. The completion of the works will take many years yet, and many think it very doubtful if this establishment will ever prove a safe harbour of refuge for any man-of-war in case of an emergency.

GENERAL REMARKS.

There are hardly any to be made, but that the commercial and agricultural condition of the Grand Duchy in general gives good grounds to expect a further favourable development.

The "go a-head" principle governs the Government as well as the inhabitants, and draws a great many fresh people, with fresh ideas, into the land, wherefore great things have of late been done to ameliorate the condition of the poorer classes ; public schools are introduced all over the land, and in a very good condition, so that nobody is to be found here who cannot write, read, or reckon fluently. The Government assists the inhabitants in every way to develop the resources of the land ; it assists to drain the land, and gives premiums for the best mode of cultivating the land, and enjoys, therefore, with full right the full confidence of the population ; in fact it may be said that in no other German State exists a better understanding than between the inhabitants of the Grand Duchy and its inhabitants.

Brake, January 7, 1866.

PRUSSIA.

COLOGNE.

Report by Mr. Consul Crossthwaite on the Trade of Cologne for the Year 1861.

THE renewal of the Zollverein Commercial Treaty excepted, the year 1864 cannot be considered productive of much progress in the existing regulations and laws with reference to trade and commerce; perhaps here and there a few ameliorations may have been called into existence, but, on the whole, very little has been done to meet the wishes of the country—nor indeed can any important change be expected until the majority of the nations of Germany shall have entered more fully into the views entertained by more liberal countries.

Prussia established the code of laws, entitled “The German Commercial Code of Laws,” which came into operation in Prussia on the 1st of July, 1861—it was hoped that the whole of the States forming the Zollverein would adhere to this code—unfortunately such has not been the case, and the complications, arising from the different laws in each separate State, continue to impede the progress of trade.

Some few States have, however, gone so far as to establish tribunals of commerce, and it is expected that ere many years elapse further progress will be made.

With the exception of Bavaria, all the German States have adopted the German Zoll-Gewicht (weight of the Zollverein) as the universal weight of the country, whilst a common or general system of measure has not yet been established, on account of the various opinions existing, not only among the different peoples but also among the different Governments—and to add to this difficulty it appears that when the question was brought before the Diet last year the Prussian Government declared that the adoption of an universal system of measure for all Germany must depend upon the adoption of the metrical system of measure by the other great European States. As France, Italy, Belgium, &c., &c., have already adopted the system of metrical measure, it may be presumed that England must principally be referred to.

The advantages which would accrue to the corn trade by adopting “weight” instead of “measure” have frequently been pointed out, and Prussia has so far approved the plan by ordering the Royal Minister of Commerce to have prepared “proportionate corn scales,” *i.e.*, scales for the different kinds of corn. If the other States of Germany would adopt this system, the dealers would readily concur; but, unfortunately, there is at present very little chance of this desideratum being attained.

It is considered a fortunate circumstance for the States of Germany, that the crisis which threatened the dissolution of the Zollverein passed away, and that this Union has continued; so that, with the exception of the North German Hans Towns, the whole of Germany may be considered as bound together by commercial ties.

The laws relating to commercial pursuits in general would not interest the natives of other countries, and would only occasion perplexity in a commercial report; nevertheless, it will not be out of place to observe that in several States of the Zollverein drawbacks on certain articles are allowed and not in Prussia, *e.g.*, vinegar, spirits, beer, and malt enjoy in the

Southern States of Germany the benefit of a drawback on exportation which is not the case in Prussia.

The sugar refineries which use Colonial sugar labour under the same disadvantage in Prussia. This branch of industry, at one time so flourishing, has been gradually destroyed by the low rate of duty imposed on beetroot sugar compared with the very high rate of duty on imported Colonial sugar, which has at length compelled most of the refineries to use the produce of home growth (beetroot) to the exclusion of the produce of the sugar-cane—and, as a consequence, unless speedy measures are adopted to equalize the duties on Colonial and on beet-root sugar, the few remaining refineries which still use Colonial sugar must be closed.

With reference to foreign countries, the sugar refineries of Prussia need fear no competition whilst, under existing circumstances, their produce is entirely excluded, because the drawback on the exported beet-root sugar is not in proportion to the duty paid on imported Colonial sugar. The solution of this question has now seriously occupied the attention of the Zollverein Conference, especially since England, France, Belgium, and Holland have agreed to grant an export drawback, proportionate to the duties paid on importation in the respective countries.

If the opportunity is to be afforded to German capital, German intelligence, and German activity, to enter the lists successfully with those States in this line, the Zollverein must eventually resolve to treat the Colonial sugar refineries in a similar manner, *i.e.*, in other words must join the Convention alluded to.*

The manufacture of paper is the only branch of industry in the countries of the Zollverein which can boast of special protection, in consequence of the export duty imposed on rags. France equally retains an export duty on rags for the manufacture of paper, whilst silk and woollen rags and refuse are exempt; but the Zollverein has retained an export duty even on woollen rags and refuse, although these seldom can be applied to the manufacture of paper. The export duty on the latter article does not benefit the paper manufacturers of the Zollverein, as the law intended, but solely those manufacturers using old woollen stuffs (shoddy) either with the addition or without of new wool. The abolition of the export duty on woollen rags and refuse is much desired.

* The Convention between Her Majesty, the Emperor of the French, the King of the Belgians, and the King of the Netherlands, for regulating the drawbacks on sugar, and the steps taken in consequence for making practical experiments in the refining of raw sugar of each class and of different origins, may possibly lead to the solution of the problem of "correlation," between drawback and import duties; but it cannot be expected, whilst the specific interests of the various separate countries so widely differ, that any satisfactory settlement of this question can be arrived at; and even if the contracting Powers come to an understanding, it is clearly to be foreseen that other countries (Prussia and the Zollverein) will not give in their adhesion to this Convention, because, so long as they keep free, they can seek to secure for themselves the very advantages which the Convention hopes may result from the practical experiments now making, *i.e.*, countries not adhering to the Convention may grant any drawback they like (even to the extent of subsidizing their own refineries), and by exporting to England, France, Belgium, and Holland, seriously injure the refineries of these countries, unless that portion of Article XIX of the Convention can be established effectually as regards imposing a surtax on the importation of refined sugars of and from the said countries; but, in the case of imposing a surtax, will it not be considered as an infringement of the treaties of commerce made with the several countries?

The Convention fixed upon Cologne as being neutral territory, and probably in the hope that Prussia might eventually decide to adhere to the same. It is not as yet possible to discover the opinion of the Prussian Government, but the Cologne Chamber of Commerce, in its address to the Minister of Commerce, has clearly expressed its view of the importance of the question of an equalization of the duties paid on colonial and beetroot sugar, and also as regards the drawback or bounty.

GENERAL STATE OF TRADE AND INDUSTRY.

The state of trade and industry was not very satisfactory in the year 1864.

The apprehensions which were connected with the opening of hostilities against Denmark, together with the measures taken by Denmark against the German trade, had a depressing and relaxing influence in the first part of the year. Even after the Treaty of Peace with Denmark the uncertainty of the future settlement of the Duchies of the Elbe continued to be a source of anxiety.

The state of affairs in North America exercised likewise a disadvantageous influence upon commercial and industrial undertakings in Europe. The import duties of North America, which were continually being raised, and the agio on gold in that country, varied more than in preceding years.

The prices of cotton, which attained the highest point about the middle of last year, fell so rapidly towards the latter part of the year that it influenced not only all kinds of manufactured cotton goods, but it also affected all branches connected with this manufacture.

Unfavourable rates of exchange and high discount were likewise causes to limit the extent of business transactions and to diminish its results.

Notwithstanding these drawbacks, a greater activity prevailed in some industrial branches, especially in those connected with the mining districts, and better prices were obtained, which may be considered as a good prognostic for future improvement, immediately, when a regular intercourse with North America can be re-established, and when, instead of the distrust now existing between European Powers, a friendly intercourse affirmed by international commercial treaties shall be established, and especially when the internal discord now prevailing in Germany and in the separate German States shall be removed.

Corn and Grain.—The corn trade of the past year did not attain that extension which was expected, in consequence of the large stock on hand, the low prices, and the excellent quality of the crop of 1863. Almost all the neighbouring countries to which this place is accustomed to export were able to satisfy their consumption by their own produce, and, as the retrograde conjunctures of the past few years still prevailed, speculators were more than ordinarily prudent, and, consequently, the extent of the business was limited and the result unsatisfactory.

The business in wheat was extremely dull till towards the end of March, when it was ascertained that the English wheat which had been grown in this district in consequence of the rich crop obtained in 1863, was partly frozen. This circumstance, in connection with the unfavourable weather in April and May, caused a gradual rise of price of about 20 silbergroschen (2s.) per sack. But as the fields sown with summer wheat already proved that there would be no deficiency, on the contrary, that a very good crop might be expected, the prices of wheat continued to fall from the month of May, so that at the end of October the prices were 5 thalers 1 silbergroschen (15s. 1d.) per 100 kilos. for November.

The new crop answered the expectations as to quantity, whereas the quality was not considered good. In consequence of this circumstance, the stock of 1863 was willingly sold to the inland mills and to Holland; but there was also great reserve observed by purchasers of the crop of 1864, which disappeared when it was proved that the wheat had, on the one hand, everywhere suffered by the influence of the weather, and that, on the other hand, the average quality was better than expected. This circumstance caused a good trade to Holland, which, however, was soon stopped, the navigation on the Rhine being impeded, firstly, by the low depth of water, and, secondly, by the early winter.

No export of corn took place to Belgium, in consequence of the difficulty to compete with the importations from France and Limburg. There were a few parcels of wheat imported from Hungary, the greater part of which was disposed of in the south of Germany in consequence of the continued reduction of price.

The stock at the beginning of the year 1864 was about 90,000 sacks of 200 lbs. each, and at the close of the same year was estimated at about 40,000 sacks.

TABULAR ABSTRACT of the Average Market Prices of Wheat, per 200 lbs., in the twelve Months of the Years 1854 to 1863.

	1854.				1855.				1856.				1857.				1858.									
	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.		
January ..	10	18	0	1 13	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	8	0	1 7	9 $\frac{3}{4}$	1 13	0	11	0	0	1 8	0	5	20	0	0	17	0	0	
February ..	10	4	0	1 10	4 $\frac{3}{4}$	1 $\frac{1}{2}$	8	21	0	1 6	1 $\frac{1}{2}$	1 3	6	7	25	0	1 3	6	5	22	0	0	17	2 $\frac{3}{4}$	0	
March ..	10	2	0	1 10	2 $\frac{3}{4}$	2 $\frac{3}{4}$	8	19	0	1 5	10 $\frac{3}{4}$	1 3	3 $\frac{3}{4}$	7	23	0	1 3	3 $\frac{3}{4}$	5	20	0	0	17	0	0	
April ..	10	9	6	1 10	10 $\frac{3}{4}$	10 $\frac{3}{4}$	9	2	0	1 7	2 $\frac{3}{4}$	1 3	7 $\frac{1}{2}$	7	26	0	1 3	7 $\frac{1}{2}$	5	21	0	0	17	1 $\frac{1}{2}$	0	
May ..	10	16	0	1 11	7 $\frac{1}{2}$	7 $\frac{1}{2}$	9	24	0	1 9	4 $\frac{3}{4}$	1 4	3 $\frac{3}{4}$	8	3	0	1 4	3 $\frac{3}{4}$	5	22	0	0	17	2 $\frac{3}{4}$	0	
June ..	11	8	0	1 13	9 $\frac{3}{4}$	9 $\frac{3}{4}$	10	20	0	1 12	0	1 5	0	10	17	0	1 5	0	7	3	0	1	1	3 $\frac{3}{4}$	0	
July ..	10	5	0	1 10	6	8 $\frac{3}{4}$	10	7	0	1 10	8 $\frac{3}{4}$	1 13	3 $\frac{3}{4}$	11	3	0	1 5	10 $\frac{3}{4}$	7	20	0	1	1	3	0	
August ..	8	7	0	1 4	8 $\frac{3}{4}$	7 $\frac{1}{2}$	10	16	0	1 11	7 $\frac{1}{2}$	1 2	4 $\frac{1}{2}$	7	14	0	1 2	4 $\frac{1}{2}$	7	10	0	1	2	0	0	
September ..	8	26	0	1 6	7 $\frac{1}{2}$	7 $\frac{1}{2}$	11	26	0	1 15	7 $\frac{1}{2}$	1 8	4 $\frac{1}{2}$	7	10	0	1 2	0	6	28	9	1	0	10 $\frac{1}{2}$	0	
October ..	9	15	0	1 8	6	11	20	0	1 15	0	1 6	9 $\frac{3}{4}$	8	28	0	1 0	1 $\frac{1}{2}$	6	20	0	1	0	0	0	0	
November ..	9	21	0	1 9	1 $\frac{1}{2}$	12	10	0	1 17	0	1 4	3 $\frac{3}{4}$	8	3	0	0	18	2 $\frac{3}{4}$	6	7	6	0	18	9	0	
December ..	9	15	0	1 8	6	11	22	0	1 15	2 $\frac{3}{4}$	1 3	3 $\frac{3}{4}$	7	23	0	0	17	6	6	0	0	0	18	0	0	
Average ..	9	27	3	1 9	8 $\frac{2}{10}$	1 $\frac{1}{2}$	10	11	3	1 11	1 $\frac{1}{2}$	1 8	3 $\frac{3}{4}$	9	13	0	1 2	5 $\frac{1}{2}$	6	11	2	0	0	19	1 $\frac{3}{4}$	0

	1859.				1860.				1861.				1862.				1863.							
	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.	Thl.	sgr.	pf.	£	s.	d.
January ..	5	28	9	0 17	10 $\frac{1}{2}$	6	6	25	0	1 0	6	0	8	12	6	1 5	3	6	25	0	1	0	6	0
February ..	5	23	9	0 17	4 $\frac{1}{2}$	1 $\frac{1}{2}$	7	7	6	1 1	2	9	8	10	0	1 5	0	1	0	6	23	9	1	0
March ..	5	23	9	0 17	4 $\frac{1}{2}$	1 $\frac{1}{2}$	7	11	3	1 2	9	0	8	6	3	1 4	7 $\frac{1}{2}$	6	22	6	1	0	3	0
April ..	6	8	9	0 18	10 $\frac{3}{4}$	1 $\frac{1}{2}$	7	22	6	1 3	3	0	8	2	6	1 4	3	6	22	6	1	0	3	0
May ..	6	13	9	0 19	4 $\frac{1}{2}$	7 $\frac{1}{2}$	7	26	3	1 3	7 $\frac{1}{2}$	0	7	25	0	1 3	6	6	25	0	1	0	6	0
June ..	6	0	0	0 18	0	4	8	5	0	1 4	6	0	8	0	0	1 4	0	7	8	6	1	1	10 $\frac{1}{2}$	0
July ..	5	25	0	0 17	6	9	8	17	6	1 5	9	0	8	13	9	1 5	4 $\frac{1}{2}$	7	13	9	1	2	4 $\frac{1}{2}$	0
August ..	5	27	6	0 17	9	1 $\frac{1}{2}$	8	11	3	1 5	1 $\frac{1}{2}$	0	7	27	6	1 3	9	7	0	0	1	1	0	0
September ..	6	0	0	0 18	0	4	7	23	9	1 3	4 $\frac{1}{2}$	0	7	22	6	1 3	3	6	10	0	0	19	0	
October ..	6	12	6	0 19	3	2 $\frac{3}{4}$	8	12	0	1 5	2 $\frac{3}{4}$	0	7	12	6	1 2	3	5	25	0	0	17	6	0
November ..	6	26	3	1 0	7 $\frac{1}{2}$	1 $\frac{1}{2}$	8	7	6	1 4	9	0	7	5	0	1 1	6	5	18	9	0	16	10 $\frac{1}{2}$	0
December ..	6	21	3	1 0	1 $\frac{1}{2}$	3 $\frac{3}{4}$	8	3	0	1 4	3 $\frac{3}{4}$	0	7	0	0	1 1	0	5	26	3	0	17	7 $\frac{1}{2}$	0
Average ..	6	5	0	0 18	6	6 $\frac{1}{2}$	7	25	2	1 3	6 $\frac{1}{2}$	0	7	26	0	1 3	7 $\frac{1}{2}$	6	18	6	0	19	10 $\frac{1}{2}$	0

Average price of the above ten years, 8 thalers 1 silbergroschen 6 pfinge. = 17. 4s. 1 $\frac{1}{2}$ d.

The trade in rye was analogous to that in wheat; whilst the prices were stationary from the beginning of the year to the month of April, and only varied between $4\frac{1}{3}$ thalers (13s.) and $4\frac{1}{4}$ thalers (12s. 3d.); the unfavourable weather up to the end of May caused a gradual rise of 12 silbergroschen ($1s. 2\frac{1}{2}d.$) per sack. But, when there were prospects of a favourable harvest, prices began to give way, and at the end of the year stood at the low rate of 4 thalers (12s.) to $4\frac{1}{4}$ thalers (12s. 3d.) The crop of rye was so rich that the usual importations from Holland, the North Sea, and the Baltic could not only be dispensed with, but even rye could be exported to Holland—a very rare occurrence.

The stock at the commencement of the year 1864 was about 45,000 sacks; at the end of 1864 about 17,000 sacks.

TABULAR ABSTRACT of the Average Market Prices of Rye, per 200 lbs., in the twelve Months of the Years 1854 to 1863.

	1854.				1855.				1856.				1857.				1858.			
	Thl. sgr.	pf.	£	s.	d.	Thl. sgr.	pf.	£	s.	d.	Thl. sgr.	pf.	£	s.	d.	Thl. sgr.	pf.	£	s.	d.
January ..	8 18	0	1 5	9 $\frac{3}{4}$	3	8	2	6	1 4	3	9 25	0	1 9	6	9 $\frac{3}{4}$	4	2	6	0 12	3
February ..	8 8	0	1 1	4	9 $\frac{3}{4}$	7 5	0	1 1	1	6	8 23	0	1 6	3 $\frac{3}{4}$	7 $\frac{1}{2}$	4	2	6	0 12	3
March ..	8 13	0	1 1	5	3 $\frac{3}{4}$	7 15	0	1 2	1	6	8 3	0	1 4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	4	2	6	0 12	3
April ..	9 1	0	1 1	7	1 $\frac{1}{2}$	7 26	0	1 3	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 26	0	1 3	7 $\frac{1}{2}$	9 $\frac{3}{4}$	4	3	0	0 12	4 $\frac{1}{2}$
May ..	8 27	0	1 1	6	8 $\frac{3}{4}$	8 10	0	1 5	0	4	7 24	0	1 3	4 $\frac{3}{4}$	7 $\frac{1}{2}$	4	4	9	0 12	7 $\frac{3}{4}$
June ..	8 20	0	1 1	6	0	8 15	0	1 5	6	6	8 7	6	1 4	9	9	5	9	0	0 12	10 $\frac{3}{4}$
July ..	7 4	6	1 1	5	2 $\frac{3}{4}$	8 10	0	1 5	0	6	8 5	0	1 2	0	9	5	28	0	0 15	10 $\frac{3}{4}$
August ..	7 4	6	1 1	5	1	8 22	6	1 8	3	3	7 10	0	1 2	0	9	5	11	0	0 16	1 $\frac{1}{2}$
September ..	7 9	6	1 1	11	1 $\frac{1}{2}$	9 15	0	1 8	6	6	6 11	0	0 19	1 $\frac{1}{2}$	3	4	22	6	0 14	3
October ..	7 29	0	1 3	10 $\frac{3}{4}$	3	9 20	0	1 10	9	9	6 17	6	0 19	9	3	4	27	6	0 14	9
November ..	8 12	0	1 5	2 $\frac{3}{4}$	8	10 7	6	1 10	9	6	6 15	0	0 19	6	4	4	28	0	0 14	9 $\frac{3}{4}$
December ..	8 4	0	1 4	4 $\frac{3}{4}$	6	10 15	0	1 11	6	9 $\frac{3}{4}$	6 8	0	0 18	9 $\frac{3}{4}$	1 $\frac{1}{2}$	4	27	0	0 14	8 $\frac{3}{4}$
Average ..	8 8	2	1 4	9 $\frac{3}{12}$	1 $\frac{2}{3}$	8 21	2	1 6	1 $\frac{2}{3}$	5 $\frac{1}{10}$	7 19	9	1 2	11 $\frac{7}{10}$	5 $\frac{1}{10}$	4	22	3	0 14	2 $\frac{1}{10}$
	1859.				1860.				1861.				1862.				1863.			
	Thl. sgr.	pf.	£	s.	d.	Thl. sgr.	pf.	£	s.	d.	Thl. sgr.	pl.	£	s.	d.	Thl. sgr.	pf.	£	s.	d.
January ..	4 27	6	0 14	9	9	5 16	3	0 16	7 $\frac{1}{2}$	1 $\frac{1}{2}$	5 21	3	0 17	1 $\frac{1}{2}$	9	6 17	6	0 19	9	3
February ..	4 4	23	9	14	4 $\frac{1}{2}$	5 22	6	0 17	3	10 $\frac{1}{2}$	5 18	9	0 16	10 $\frac{1}{2}$	6	6 15	0	0 19	6	3
March ..	4 4	15	0	13	6	5 25	0	0 17	6	0	5 10	0	0 16	0	1 $\frac{1}{2}$	6 11	6	0 19	1 $\frac{1}{2}$	0
April ..	4 4	16	3	13	7 $\frac{1}{2}$	5 26	3	0 17	7 $\frac{1}{2}$	3	5 12	6	0 16	3	0	6 10	0	0 19	0	0
May ..	4 4	18	9	13	10 $\frac{1}{2}$	5 27	6	0 17	9	4 $\frac{1}{2}$	5 23	9	0 17	4 $\frac{1}{2}$	0	6 0	0	0 18	0	0
June ..	4 4	16	3	13	7 $\frac{1}{2}$	5 26	3	0 17	7 $\frac{1}{2}$	3	5 18	9	0 16	10 $\frac{1}{2}$	6	5 25	0	0 17	6	0
July ..	4 4	21	3	14	1 $\frac{1}{2}$	5 17	6	0 16	9	4 $\frac{1}{2}$	5 23	6	0 17	4 $\frac{1}{2}$	3	6 12	6	0 19	3	0
August ..	4 4	21	3	14	1 $\frac{1}{2}$	5 8	3	0 15	9 $\frac{9}{10}$	6	6 0	0	0 18	0	6	6 5	0	0 18	6	3
September ..	4 4	23	9	14	4 $\frac{3}{4}$	5 6	0	0 15	7 $\frac{1}{2}$	9	6 11	3	0 19	1 $\frac{1}{2}$	9	5 27	6	0 17	9	0 $\frac{1}{10}$
October ..	5 5	6	3	15	7 $\frac{1}{2}$	5 18	0	0 16	9 $\frac{3}{4}$	3	6 16	3	0 19	7 $\frac{1}{2}$	6	5 25	0	0 17	6	3
November ..	5 5	11	3	16	1 $\frac{1}{2}$	5 26	3	0 17	7 $\frac{1}{2}$	9	6 17	6	0 19	9	0	5 25	0	0 17	6	0
December ..	5 5	11	3	16	1 $\frac{1}{2}$	5 21	3	0 17	1 $\frac{1}{2}$	9	6 17	6	0 19	9	0	5 20	0	0 17	0	6 $\frac{1}{10}$
Average ..	4 25	2	0 14	6 $\frac{1}{2}$	0	5 20	0	0 17	0	10 $\frac{1}{10}$	5 28	5	0 17	10 $\frac{1}{10}$	4 $\frac{1}{2}$	6 3	6	0 18	4 $\frac{1}{2}$	8 $\frac{1}{2}$

Average price of the above ten years, 6 thalers 9 silbergroschen = 18s. 10 $\frac{1}{2}$ d.

Barley.—Large quantities of barley were imported for the use of the breweries from the Middle Rhine, the Upper Rhine, Wurtemberg, and Franconia, whilst the crop of this district, being of an inferior quality, was exported to Belgium and used as provender. The prices continued to rise till the middle of the year, but then they again fell. The stock at the end of the year was estimated at 8,000 sacks, same quantity as the preceding year.

Oats.—The home consumption of oats was provided for by importation from the neighbourhood, and the stock at the end of the year amounted to 5,000 sacks.

PRICES of Corn and Grain, per 200 lbs., at the Cologne Corn Exchange in the Year 1864.

	Wheat.				Rye.				Barley.				Oats.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.
	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.	Thlr.	s. d.
January	5 $\frac{5}{8}$	17 6	5 $\frac{3}{8}$	17 0	4 $\frac{1}{8}$	13 0	4 $\frac{1}{8}$	13 0	5	15 0	4 $\frac{1}{4}$	12 9	3 $\frac{5}{8}$	11 6	3 $\frac{5}{8}$	11 6
February	5 $\frac{11}{12}$	17 9	5 $\frac{3}{4}$	17 3	4 $\frac{1}{8}$	13 0	4 $\frac{1}{4}$	12 9	5 $\frac{1}{8}$	15 6	4 $\frac{1}{8}$	12 6	3 $\frac{5}{8}$	11 6	3 $\frac{5}{8}$	11 6
March	6	18 0	5 $\frac{5}{8}$	17 6	4 $\frac{1}{4}$	12 9	4 $\frac{3}{8}$	12 1 $\frac{1}{2}$	5 $\frac{1}{8}$	16 0	4 $\frac{1}{8}$	12 6	4 $\frac{1}{4}$	12 6	4 $\frac{1}{8}$	12 6
April	6 $\frac{2}{8}$	20 0	6	18 0	4 $\frac{3}{8}$	14 0	4 $\frac{1}{8}$	13 0	5 $\frac{1}{8}$	16 0	4 $\frac{3}{8}$	13 0	5	15 0	4 $\frac{1}{4}$	12 9
May	6 $\frac{3}{8}$	20 0	6 $\frac{1}{8}$	19 6	4 $\frac{3}{4}$	14 3	4 $\frac{3}{8}$	14 0	5 $\frac{3}{8}$	17 0	4 $\frac{1}{2}$	13 6	5 $\frac{1}{8}$	15 6	5	15 0
June	6 $\frac{1}{2}$	19 6	6 $\frac{1}{12}$	18 3	4 $\frac{3}{4}$	14 3	4 $\frac{3}{8}$	13 4 $\frac{3}{8}$	5 $\frac{3}{8}$	17 0	5 $\frac{1}{8}$	16 0	5	15 0	4 $\frac{1}{12}$	14 10 $\frac{1}{4}$
July	6 $\frac{3}{8}$	19 0	5 $\frac{1}{12}$	17 9	4 $\frac{3}{8}$	14 0	4 $\frac{1}{4}$	13 6	5 $\frac{3}{8}$	17 0	5 $\frac{1}{8}$	16 0	5	15 0	4 $\frac{5}{8}$	14 6
August	6 $\frac{1}{12}$	18 3	5 $\frac{5}{8}$	17 6	4 $\frac{1}{2}$	13 6	4 $\frac{1}{8}$	13 0	5 $\frac{3}{8}$	17 0	4 $\frac{1}{4}$	12 9	5	15 0	5	15 0
September	6	18 0	5 $\frac{3}{8}$	17 0	4 $\frac{1}{8}$	13 0	4 $\frac{1}{6}$	12 6	4 $\frac{5}{8}$	14 6	4 $\frac{1}{12}$	12 3	4 $\frac{1}{8}$	12 6	4	12 0
October	5 $\frac{3}{4}$	17 3	5 $\frac{3}{8}$	17 0	4 $\frac{1}{4}$	12 9	4 $\frac{1}{8}$	12 6	4 $\frac{5}{8}$	14 6	4 $\frac{1}{8}$	12 6	4 $\frac{1}{12}$	12 3	3 $\frac{1}{12}$	11 9
November	5 $\frac{3}{4}$	17 3	5 $\frac{3}{8}$	17 0	4 $\frac{1}{4}$	12 9	4 $\frac{1}{8}$	12 6	4 $\frac{3}{8}$	14 0	4 $\frac{1}{4}$	12 9	4 $\frac{1}{12}$	12 3	3 $\frac{5}{8}$	11 6
December	5 $\frac{7}{12}$	16 9	5 $\frac{3}{16}$	15 10 $\frac{1}{2}$	4 $\frac{1}{8}$	12 6	4	12 0	4 $\frac{3}{4}$	14 3	4 $\frac{1}{4}$	12 9	4	12 0	3 $\frac{5}{8}$	11 6

Clover-seed.—A considerable business was transacted in this article from the middle of January. The harvest of the preceding year had been a very rich one in the Rhenish provinces both in red and in white seed, and the thrashing of the seed was favoured by the continued frost.

The price of white seed, which was quoted at the beginning of the year at $4\frac{3}{4}$ ($5\frac{1}{2}d.$) to 4 silbergroschen ($5d.$) rose to $4\frac{3}{4}$ and 5 silbergroschen ($6d.$) per lb. Red seed was sold at 3 silbergroschen ($3\frac{1}{2}d.$) per lb.—by degrees rose $\frac{1}{2}$ to $\frac{3}{4}$ silbergroschen per lb. The red seed was all purchased for France, Belgium, Holland, and England. But, about the beginning of March, these exports ceased, and prices were lower. The demand for white seed had ceased earlier, because England, which had given the impulse, did not purchase after the middle of February. At the beginning of March white seed was quite unsaleable. When the unfavourable weather in the spring produced apprehensions for the growth of the young clover-plants, prices rose again. The wet and cold weather in summer and autumn occasioned the price for white seed to rise to $4\frac{1}{2}$ silbergroschen ($5d.$) and for red seed to 4 silbergroschen ($4\frac{1}{2}d.$) per lb.

The business with Incarnate and Lucerne clover-seed was more considerable than in the preceding year, and the unfavourable state of the fields called forth a greater demand for these two kinds. The harvest of Incarnate seed having been a small one the year before, a great deal was imported, and prices, which usually ranged between $2\frac{1}{2}$ ($3d.$) and 3 silbergroschen ($3\frac{1}{2}d.$) rose to $3\frac{1}{2}$ ($4d.$) and 4 silbergroschen ($4\frac{1}{2}d.$) per lb. The price for Lucerne seed likewise rose to 6 ($7d.$) and 7 silbergroschen ($8\frac{1}{4}d.$) per lb.

There was no alteration in the trade with Seradella, and prices were $2\frac{1}{2}$ ($3d.$) to 3 silbergroschen ($3\frac{1}{2}d.$) per lb.

The sales at this place during the last two years may be stated approximatively as follows:—

					1863.	1864.
					Cwt.	Cwt.
Red	Clover	..	..	..	2,000	1,800
White	"	..	..	..	800	1,500
Lucerne	"	..	..	..	300	1,000
Yellow	"	..	..	..	300	200
Incarnate	"	..	..	..	200	1,200
Seradella	"	..	..	..	200	150

The Cultivation of the Vine.—The vintage on the Rhine, the Moselle, and neighbourhood, was a small one, both as regards quantity and quality, in consequence of the wet and cold weather in summer and the early setting in of the frost in autumn.

In general the vintage is not so good as that of 1863, and only in some particular places the crop of 1863 is surpassed by that of 1864. Nevertheless, 70 to 80 thalers (10*l.* 10*s.* to 12*l.*) per fuder (220 gallons) have been paid on the lower Moselle, 85 to 200 thalers (12*l.* 15*s.* to 30*l.*) on the Middle Moselle, and 90 to 120 thalers (13*l.* 10*s.* to 18*l.*) on the Upper Moselle for the crop of 1864, and a good opinion is still entertained of the produce of last year, because the fruit did not suffer from the frost—but the red wines of the "Ahr" suffered greatly by the frost, and the result was only one quarter of a usual vintage.

The cultivation of the vine has not extended during the last few years, whilst it has been greatly improved in all the wine growing districts by the system of manuring and by the great attention bestowed upon the vineyards. As, in some districts, quantity is considered the principal thing, especially as regards the increasing demand for low qualities of wine,

the Austrian and Kleinberger vines are chiefly planted, whilst in the superior districts on the Nahe, the Moselle, and the Rhine, better qualities are chiefly cultivated. The continued excellent vintages since the year 1857 produced not only prosperity among the vine-growers but had exercised also an influence upon their intelligence. It is much to be regretted that the practice of "Frenchifying" (Gallisiren) the wines has so much increased on the Nahe, and partly also on the Moselle, so that even good vintages—for instance that of 1862—have been adulterated by this process. The Government in Rhenish Bavaria has passed stringent laws, and is acting energetically against the "so called Frenchifying" of wine, and in the course of the last winter seven vine-growers were convicted of having adulterated their wine: they were imprisoned, and the wine was ordered to be run off in the open market-place. The adulteration of wine with grape-sugar is the more reprehensible, as the vine growers are—as already stated—wealthy in consequence of the good wine years.

Rice.—In consequence of the rich and abundant harvest of corn and potatoes, transactions in rice were limited. The prices scarcely varied, and, although low, they inclined rather to a lower tendency than to a rising one.

The total import at this place amounted to 47,222 cwt. against 50,387 cwt. in 1863. Of this quantity—

	1864.	1863.
	Cwt.	Cwt.
Duty was paid on	39,326	39,891
In Bond	6,411	8,268
Exported in Transit	1,481	824
Exported	4	1,404
In addition to the above, brought from other places, duty was paid on	14,401	8,923
Making the Total of	53,727	48,814

The stock in bond amounted at the end of 1864 to 14,401 cwt.

Coffee.—Cologne is chiefly accustomed to purchase at the Dutch auctions, and, therefore, the coffee trade is regulated by the prices obtained at those sales. At the first auction held in March of about 80,000 sacks of Java coffee, the price was 46 cents, the highest price of the year 1863, and the merchants, in consequence of the low English prices, purchased very little at the succeeding Dutch sales. In April good common Java was $\frac{1}{2}$ cent cheaper, and whilst its price was 44 cents at the May sales, it went down in the course of the summer, and was 40 $\frac{3}{4}$ cents in September.

At the reduced price some purchases were effected, and then again another rise took place, and, as in October, the sales only reached 85,000 sacks, the price paid in March was again paid at the November sales.

Notwithstanding this high price a good business was done during the latter months of the year, not only in Java coffee but also in English coffee. The bad crop of Java coffee, 564,164 piculs, against 1,012,000 piculs, contributed essentially to the high range of prices, which would have been still higher if there had not remained 350,000 sacks for disposal at the end of the year.

Brazil coffee attracts less and less attention at Cologne since those districts where this article was formerly sold have been placed in direct railway communication with Antwerp.

The imports at the six principal European markets amounted in 1864 to 3,814,800 cwt. and in 1863 to 4,192,400 cwt., which were divided as follows ;—

	1864.	1863.
	Cwt.	Cwt.
Holland	1,442,400	1,347,000
England	847,200	912,400
Hamburgh	722,000	852,400
Havre	450,000	575,600
Trieste	178,000	254,400
Antwerp	175,200	250,000

The total import at Cologne amounted to 132,591 cwt. in 1864, and 120,812 cwt. in 1863.

	1864.	1863.
	Cwt.	Cwt.
Duty paid for	74,125	57,843
In Bond	54,508	61,183
Exported in Transit to other parts of Germany..	3,711	1,535
Exported to foreign parts	246	251

The stock in bond at Cologne was at the end of the year 7,012 cwt., and 9,487 cwt. at the end of 1863

Dye-woods and other Dyeing Materials.—Business in these articles was unimportant in 1864, as the cotton manufacture still suffers by the unfavourable state of affairs.

Laguna-logwood was high in price, owing to the limited importation, whilst Domingo logwood, in consequence of large importations into Holland, stood at lower prices.

Yellow catechu (Gambian) rose 20 per cent. from the beginning of the year till October, but again fell in November; the exportation from the producing countries to North America was again directed towards Europe.

Brown catechu (Pegu, Cutch), which is generally 15 to 20 per cent. higher than Gambian, was lower in consequence of very large importations, which must be mentioned as an extraordinary case.

Turkish galls attained better prices, in consequence of the bad harvest in Turkey and Persia, which again occasioned a larger importation from China and Japan.

Drugs.—In consequence of the continuation of the American war and the fear of European complications, the sudden decline of the prices of cotton in the latter part of the year, the difficulties of the money market, effected a depressing influence upon the usual course of business, and many drugs experienced a considerable reduction.

Shellac, which gave way in consequence of large importations from India, remained in a depressed state, and subsequently went down 25 per cent.

The various kinds of copal were sold with difficulty, owing to the high price of turpentine-oil, whilst gummi arabicum was sold at enhanced prices, in consequence of higher wages having to be paid in the producing countries, where the article is also in request for cotton cultivation.

Quicksilver experienced an advance of 30 per cent. in the early part of the year; but when the importations from California were renewed the price again fell. It is worthy of notice that a lot of 68 bottles of quicksilver was sold at a good price, being the first produce of a new company at "Olpe," near Cologne.

Resin and Oil.—The importations of resin and turpentine-oil from America were as insignificant as in preceding years, and the business, chiefly in French produce, was very unimportant. The use of resin has been entirely given up in several branches of manufacture. The price

varied all the year between 9 and 10 thalers (27s. to 30s.) per 100 lbs. for brown and light brown resin.

Turpentine-oil rose from 25 to 31 thalers (3*l.* 15*s.* to 4*l.* 13*s.*) from January to April, and then went down by degrees to 22 thalers (3*l.* 6*s.*) till December.

The consumption of cocoa-nut oil was about the average, whilst its price, in consequence of large stocks in England, went down from 17½ and 16 thalers (2*l.* 12*s.* 6*d.* and 2*l.* 8*s.*) to 14½ and 13¾ thalers (2*l.* 3*s.* 6*d.* and 2*l.* 1*s.* 9*d.*)

Palm oil is no longer required in large quantities, in consequence of the low price of tallow, and the price, notwithstanding the limited importations into England, remained stationary.

Hides and Skins.—During the year 1864, the business in hides was comparatively steady. The prices, which were fluctuating in the first months of the year, were firm during the summer, in consequence of the statement that the arrivals from the productive countries would be smaller than the preceding year—a regular and satisfactory business was carried on from July to September. But when it was ascertained that a larger exportation than expected would take place from La Plata, prices went down considerably, and were much lower at the end of the year for the lighter and lower qualities.

It is very difficult to state the amount of business transacted by the Cologne houses with respect to the quantity they import—however, it will not have been less than the year before.

There has been a gradual diminution of this trade for the past ten years, and even if direct importation from La Plata may be continued by a few firms, at a trifling or variable profit, there is no chance that this business will ever again attain its former importance, in consequence of the retrograde movement of prices.

The business in skins was far from being satisfactory—the depressing influence which operated on the hide and skin trade in general was partly occasioned by the disadvantageous circumstances resulting from agricultural pursuits—the farmers, owing to continued drought, were compelled, by want of fodder, to reduce the number of their cattle; consequently, there was such a super-abundance of inland hides and skins that foreign importations could be dispensed with.

Prices in general were not remunerative, and the importation was not so large as in former years.

Wool.—The wool trade was a favourable one in 1864, and prices maintained their position with few exceptions. In consequence of the cotton crisis the lower and middling sorts were paid the higher, in proportion, and several lots were exported to England and France. The business with fine wool was not so satisfactory, because the exportation of fine cloth to America ceased entirely in consequence of the war, and also because fancy goods, for which Colonial wool is used, are coming more and more into fashion. Several lots of the best fine German wool have been exported to France, England, and Spain.

Train Oil.—Prices were high in consequence of the very small yield of the several fisheries, the transactions were therefore limited to the most necessary consumption. Duty was paid upon 20,586 cwt. in 1864, against 22,789 cwt. in 1863.

Metallurgical Industry.—The metal production of Rhineland and Westphalia being in close connection with the trade of Cologne, a detailed account of the separate branches of the metal trade of the entire western district of the Prussian monarchy will be interesting.

Iron.—The production of pig-iron in Rhineland and Westphalia progressed considerably in 1864, and proved very remunerative.

The production of the several smelting furnaces not only sufficed for the use of the home rolling mills, but considerable quantities of pig-iron were also sent from the furnaces in Westphalia to Berlin, Magdeburg, and Saxony, whilst the furnaces on the Rhine sold their produce of pig-iron for castings to the Upper Rhine, and likewise exported considerable quantities of raw steel and spiegel iron to England, Belgium, and France. The import of foreign pig-iron for the manufacture of bar-iron has therefore entirely ceased, and the small quantity sent from Belgium to Eschweiler and neighbourhood was chiefly from Luxembourg, which country belongs to the Zollverein. From the same district low and cheap qualities of pig-iron were transported to the Rhine for the purpose of mixing with good Sieg pig-iron, and made into bar-iron.

Iron for castings is still exported, and some time will elapse ere this importation from England and Scotland will entirely cease. 869,297 cwt. were imported, via Emmerich, in the year 1864, a part of which was sent in transit to Switzerland, and even to Austria, whilst 120,049 cwt. native pig-iron were exported via Emmerich. It is impossible to state the quantity exported over the frontiers to Belgium and France, but, the fact of the exportation of pig-iron from the Zollverein shows the change which has taken place.

Although mining operations in iron-stone have considerably increased, the home consumption of pig-iron for castings requires still a great number of furnaces. There is no doubt the demand will speedily cause the erection of new furnaces, as even the reduction of the import duty from 10 silbergroschen (1s.) to $7\frac{1}{2}$ silbergroschen (9d.) on foreign pig-iron has not made any alteration in the prospects of this branch of industry.

As the manufacture of pig-iron for making bar-iron is more advantageous than that of pig-iron for castings, the greater part of the furnaces are manufacturing the former, and this will continue until the home iron industry is enabled to produce also the lower kinds of pig-iron, especially that for castings, cheaper than hitherto. This can be effected by the construction of new railways, particularly of local railways, to bring the iron-stone in communication with the existing railways, by diminution of freight on coals and iron-ore to one pfennig per cwt. and per German mile, and also by a reduction of freight on pig and bar-iron. As it will be shown by the stated prices, those of pig-iron experienced a greater rise than bar or other iron in the course of last year, and as the rise continued in the course of the spring, the demand and a further rise of price can only be met by the importation of foreign pig-iron.

The rise in the prices of iron was partly occasioned by the price of coal, which rose 2 thalers (6s.) per waggon in the course of last year. As the coal mines have a sufficient profit at the present prices, it would be desirable in the interest of the iron industry, that a further rise of the price of coal should not take place. It is inconceivable why the railway companies charge a higher freight for conveying coals and coke to the iron-stone districts than for the transport of iron-stone in the reverse direction, although the latter do not spoil the transporting material more than the former.

The rolling mills for bar-iron and rails were fully occupied, whilst the tin-plate rollers could not supply the demand. In consequence of this accumulation of orders prices rose everywhere for bar-iron, rails, and iron plates; a further rise of price is not desirable, as it would tend to check the increasing use of iron for many purposes, especially for ship-building and for architecture.

The exportation of bar-iron, best quality of wire, of telegraph wire, and puddled steel-plates, has considerably increased in the course of the

year 1864, and it appears now certain that the iron production of this country will find abroad a good market for its exquisite qualities of iron.

The evil effects of a scarcity of workmen both in the ore mining districts and in the furnaces and rolling mills, are already experienced. The number of good and experienced workmen could not keep pace in ratio with the sudden extension of the iron industry, therefore good iron workmen are much wanted—several mines have been obliged to obtain a supply of working power from remote parts.

The present position of the iron industry may be termed highly satisfactory, everywhere industrious activity, remunerating profits, and an increasing exportation of the better qualities. The chief aim of manufacturers must be to diminish the producing expenses, even of the common pig and bar-iron, the extension of the net of railways, and a reduction of the railway tariff for carrying ore, iron, and coal, will essentially tend to a flourishing condition of the iron trade of this country.

PRICES of Iron at Cologne in 1864, per 1000 lbs.

Bar-iron, common kind, rose from	28 to 30 thlrs.	to 30	to 32 thlrs.
Better bar-iron and fine-grained iron advanced to	.. 35	.. 36	..
Rails, common quality	.. 32	.. 34	..
„ best quality	.. 34	.. 36	..
Inland pig-iron for castings rose from	13 to 15 thlrs.	to 14	16
„ affinage iron	11 „ 13	„ 13½	14½
„ charcoal iron	1½ „ 14½	„ 15	16
Spiegel-iron remained stationary at	.. ..	.. 17	20
Scotch pig-iron, No. 1, fell from	16 to 17 thlrs.	to 15	16

Lead.—It is scarcely seventeen years ago that the immense lead production of the Rhine province commenced, and probably nowhere else are greater quantities produced than in the immediate neighbourhood of Cologne, it is therefore of the greatest importance to the trade of Cologne, and to the navigation on the Rhine. The principal lead mines are those of the Mechernich Mining Company, which in the year 1864 produced 303,123 cwt. of smelting ore, and 32,002 cwt. of glazing ore, together worth 746,496 thalers. This Company having entered into a contract with the Stolberg Company for the larger portions of the produce of smelting ore, they delivered to the latter Company 246,077 cwt., and manufactured the remainder for lead pipes and shot. The Mechernich Company employ 48 officials, and 2,036 workmen.

PRODUCE of the Year 1864.

Names of the Mining Companies.	Lead.	Litharge Glaze-ores; sold as such.	Silver.
	Cwt.	Cwt.	lbs.
Mining Company for the manufacture of lead at Stolberg and Westphalia—			
At Stolberg	188,144	..	4,617
„ Ramsbeck	41,716	2,960	2,868
Eschweiler Company at Stolberg	51,465	..	3,213
Dufontaine, Reuver, and Co., at Stolberg	14,008	..	1,516
Pirath and Jung, in Comern	52,608	..	953
Herbst and Co., in Call	50,143	..	1,200
Mechernich Mining Company	16,827	32,002	..
Niederfischbach Company	21,250	3,290	2,850
Cologne-Müsen Mining Company	705	5,940	1,291
Remy, Hoffman, and Co., at Bendorf	16,558	16,940	4,148
Holzappel and Co., at Holzappel	26,892	101	3,347
Stadtberge Company	900	770	95
Total	481,216	62,003	26,098

As several lead mines, for instance the Saturn, have contracted for deliveries to foreign countries, it is estimated that the whole production of lead, lead-litharge, and glaze ores, amounted to 600,000 cwt. It is expected that this production will be increased next year.

Besides in Rhineland and Westphalia, lead and silver are found in large quantities in the Harz Mountains of Hanover and Brunswick, and also the lead mines of Tarnowitz in Silesia have been largely extended; the Silesian produce is sent via Stettin, and that from Rhineland and Westphalia via Holland, that of the Harz via Bremen and Hamburg to all parts of the world. The export last year on the Rhine, via Emmerich, amounted to 158,861 cwt.

The prices of lead, after having slightly risen at the beginning of the year, went down from 6 thalers $22\frac{1}{2}$ silbergroschen to 6 thalers per 100 lbs. Glaze-ores were at 4 to $5\frac{1}{2}$ thalers, and lead litharge $5\frac{3}{4}$ to 6 thalers per cwt.

Zinc.—The company of the Vieille Montagne may be considered as the largest in Europe, although its principal seat is in Belgium, it has likewise considerable zinc establishments on the Rhine: the total sale of this company last year amounted to 512,272 cwt. raw and rolled zinc, and 99,369 cwt. zinc oxyde.

The total production of raw zinc in Rhineland and Westphalia amounted last year to 432,865 cwt., of which the Vieille Montagne produced 162,666 cwt. (84,167 in Mülheim-on-the-Kuhr, and 78,499 cwt. at Borbeck), and employed 758 workmen (including women and children, 2,423).

The average wages were 22 silbergroschen 10 pfennige (2s. $3\frac{1}{2}d.$) per day. Of the 162,666 cwt. raw zinc, 73,478 cwt. rolled zinc, and 24,100 cwt. zinc oxyde were produced, and partly sold as raw zinc.

In the above total sum are included the raw zinc production of the Märkish Westphalian Mining Company at Letmathe 87,158 cwt., the company for lead and zinc manufactured at Stolberg and in Westphalia 126,949 cwt. (of which 79,614 cwt. at Stolberg, and 47,335 cwt. at Dortmund) and finally, the Eschweiler Company 56,092 cwt.

The export of raw zinc last year on the Rhine, via Emmerich, amounted to 129,432 cwt., but it is impossible to state exactly the importation to Belgium, France, and Switzerland.

The business was a lucrative one, as the prices rose as follows:—Raw zinc from $5\frac{3}{4}$ to 8 thalers; rolled zinc from $7\frac{1}{4}$ to $9\frac{3}{4}$ thalers; oxyde of zinc from $9\frac{1}{3}$ to 10 thalers, per 100 lbs.

Copper.—As the production of the Zollverein is far less than the consumption, large quantities of copper are every year imported, especially from England.

The largest copper produce of the Zollverein is that of the Mansfeld Corporation, besides this the Harz and Saxony produce some quantities, whilst in Rhineland and Westphalia the Stadtberge Corporation produced the most, viz., 8,100 cwt., the Cologne Müsen Mining Company produced 1,239 cwt., the Sterner Mine near Linz-on-the-Rhine 1,650 cwt., and the copper mines at Dueesburg and Remangen may have produced a like quantity.

The prices for common raw copper was last year 32 to 36 thalers per cwt.

Tin and Antimonium.—In consequence of the large importations of tin from the East Indies, the prices went down from 40 thalers to 34 thalers per cwt. A further reduction, in consequence of the increased production in the East Indies, is to be expected, which will be of great importance to the manufacture.

Regulus antimonium fell from 16 to 12 thalers per 100 lbs., in consequence of the increased importation of East India antimonium ores into England.*

Zinc Manufactures.—The enhanced price of zinc in 1864 was injurious to the manufacture of zinc wares; although this branch of industry exhibits an evident progress with respect to the variety of the manufactured objects, and the elegant execution of the same. The zinc ornaments are in less demand here than abroad, which may be accounted for by the low price of sandstone, and in the ability of the workmen here in preparing stone and wood. The manufacture, especially of monuments, figures, &c., of galvanized zinc is principally for foreign countries.

Cement.—The use of cement, both English and that manufactured at Bonn, has greatly increased; it is used not only in common masonry work, but a manufactory has been established here which produces all kinds of domestic, agricultural, and ornamental articles, in fact, cement is now used for a great many purposes for which formerly wood and stone were employed.

Earthenware, Porcelain, and Glass.—There is nothing particular to state as regards the manufactories of earthenware and porcelain in this neighbourhood, but, during the course of the year a large glass-works was established and is doing well; the want of such an establishment was much felt, and there is every prospect that it will succeed. Cologne being an emporium for the wine trade, bottles had hitherto to be brought from a distance, now all kinds of bottles can be made here.

Sugar of Lead.—The manufacture of this article in the year 1864 was not favourable, for the American war disturbed the cotton industry more than in former years. The manufactories of cotton goods, both in the Rhine provinces, as well as in Belgium and Holland, did not display half the usual activity, and as the sugar of lead manufactured here could not be disposed of anywhere else the business was very limited, and prices went down $\frac{1}{4}$ to $\frac{1}{2}$ thaler (9d. to 1s. 6d.) according to quality; one manufactory in the neighbourhood has been entirely closed.

Colours.—The manufacturers of red and white lead have extended their sales to foreign countries; there is no doubt that the red lead manufacturers will be able to compete with the cheap English red lead in foreign countries notwithstanding the reduced duty of $7\frac{1}{2}$ silbergroschen (9d.) per cwt.

The transactions in smalt were not so important as in the preceding year, as ultramarine was in greater demand in consequence of the low prices occasioned by the erection of numerous new factories.

Linseed Oil.—The transactions in this article were limited, notwithstanding the enhanced prices in England.

Rape Oil.—Although the business was of considerable dimensions, it did not turn out remunerative; it is true, that the stock at the beginning of the year was only 3,000 cwt., but the stock of seed of 1863 was very large. There was of course no room for speculation, and the sales being confined to immediate consumption, which could not keep pace with the large production, prices went down from $13\frac{3}{10}$ thalers (17. 19s. 11d.) in January, to 13 thalers (17. 19s.) in February, and even to $12\frac{3}{5}$ thalers (17. 17s.) in April, whilst the prices for delivery in May and October remained about the same; but later on, fears concerning the state of the seed crop were entertained, and it was even apprehended that the crop on the Rhine, in Belgium, France, and Holland, would entirely fail. Speculation caused prices to rise quickly, deliveries per May were quoted

* Formerly the tin imported from the Dutch Colonies paid no duty, but this advantage will not be enjoyed when the Treaty of Commerce with France and England comes into operation.

at $15\frac{1}{2}$ thalers (2*l.* 6*s.* 6*d.*) and about 16,000 cwt. changed hands. Towards the end of May, however, business became less brisk, although no doubt existed of a bad crop in Holland, Belgium, and France, prospects in the eastern provinces were better and a good crop expected. Besides, large importations from Berlin and the Baltic arrived so that the stock amounted to 40,000 cwt. Speculation subsided and prices fell in July to $14\frac{1}{2}$ thalers (2*l.* 3*s.* 6*d.*), in August to $13\frac{3}{10}$ thalers (2*l.* 1*s.* 5*d.*), in September to $13\frac{3}{10}$ thalers (1*l.* 19*s.* 11*d.*), and finally went down to $13\frac{1}{5}$ thalers (1*l.* 19*s.* 7*d.*) in October, when 28,000 cwt. were delivered, after which prices closed at $13\frac{2}{5}$ thalers (2*l.* 0*s.* 2*½d.*), and a brisk demand took place till the end of the year. The stock at the end of the year was 25,000 to 30,000 cwt.

It has not yet been proved that the introduction of petroleum has had any influence upon the fall of prices of oil, since, whatever may be asserted as to the use of petroleum, it is a fact clearly demonstrated, that there has been no diminution hitherto of the consumption of oil.

HIGHEST and LOWEST Monthly Prices of Rape Oil at the Royal Exchange,
Cologne, 1864.

	Highest Price.			Lowest Price.		
	Thlrs.	£	s. d.	Thlrs.	£	s. d.
January ..	$13\frac{3}{10}$	1	19 10 $\frac{4}{5}$	13	1	19 0
February ..	13	1	19 0	13	1	19 0
March ..	13	1	19 0	$12\frac{1}{2}$	1	17 6
April ..	$14\frac{1}{5}$	2	2 7 $\frac{1}{5}$	$12\frac{3}{5}$	1	17 9 $\frac{3}{5}$
May ..	$15\frac{1}{2}$	2	6 6	14	2	2 0
June ..	$15\frac{1}{10}$	2	5 3 $\frac{3}{5}$	$14\frac{2}{5}$	2	3 2 $\frac{2}{5}$
July ..	$14\frac{4}{5}$	2	4 4 $\frac{4}{5}$	$14\frac{1}{2}$	2	3 6
August ..	$14\frac{7}{10}$	2	4 1 $\frac{1}{5}$	$13\frac{4}{5}$	2	1 4 $\frac{4}{5}$
September ..	$14\frac{1}{5}$	2	2 7 $\frac{1}{5}$	$13\frac{3}{10}$	1	19 10 $\frac{4}{5}$
October ..	$13\frac{1}{2}$	2	0 6	$13\frac{1}{5}$	1	19 7 $\frac{1}{5}$
November ..	$13\frac{3}{5}$	2	0 9 $\frac{3}{5}$	$13\frac{1}{4}$	1	19 9
December ..	$13\frac{7}{10}$	2	1 1 $\frac{1}{5}$	$13\frac{2}{5}$	2	0 2 $\frac{2}{5}$

TABULAR ABSTRACT of the average Market Prices, per 100 lbs. of Rape Oil in the twelve Months of the Years 1854 to 1863.

	1854.			1855.			1856.			1857.			1858.		
	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.
January ..	13 $\frac{1}{2}$	40	6	17 $\frac{3}{10}$	51	10 $\frac{1}{2}$	19 $\frac{1}{10}$	57	3 $\frac{3}{4}$	18 $\frac{1}{10}$	54	3 $\frac{3}{4}$	14 $\frac{1}{2}$	42	7 $\frac{1}{2}$
February ..	13 $\frac{1}{2}$	40	6	17 $\frac{1}{10}$	51	7 $\frac{1}{2}$	18 $\frac{1}{10}$	54	7 $\frac{1}{2}$	18 $\frac{1}{10}$	54	3 $\frac{3}{4}$	14 $\frac{1}{2}$	40	6
March ..	13 $\frac{1}{2}$	39	7 $\frac{1}{2}$	16 $\frac{7}{10}$	50	1 $\frac{1}{2}$	17 $\frac{9}{10}$	53	8 $\frac{1}{2}$	18 $\frac{1}{10}$	54	7 $\frac{1}{2}$	14	42	0
April ..	13 $\frac{1}{2}$	40	6	16 $\frac{3}{10}$	49	9 $\frac{3}{4}$	16 $\frac{9}{10}$	50	8 $\frac{1}{2}$	18 $\frac{3}{10}$	55	2 $\frac{1}{2}$	14 $\frac{1}{2}$	42	7 $\frac{1}{2}$
May ..	13 $\frac{1}{2}$	40	6	18	54	0	15 $\frac{1}{2}$	46	6	18 $\frac{1}{10}$	56	1 $\frac{1}{2}$	15 $\frac{1}{10}$	47	1 $\frac{1}{2}$
June ..	13 $\frac{1}{2}$	40	2 $\frac{3}{4}$	19 $\frac{1}{10}$	57	3 $\frac{3}{4}$	16 $\frac{1}{10}$	48	7 $\frac{1}{2}$	18 $\frac{1}{10}$	54	7 $\frac{1}{2}$	10 $\frac{1}{10}$	50	1 $\frac{1}{2}$
July ..	14	42	0	18 $\frac{9}{10}$	56	8 $\frac{1}{2}$	18	54	0	17 $\frac{1}{2}$	51	7 $\frac{1}{2}$	16 $\frac{1}{10}$	52	6
August ..	15 $\frac{3}{10}$	45	10 $\frac{1}{2}$	20 $\frac{1}{10}$	60	7 $\frac{1}{2}$	18 $\frac{1}{10}$	55	2 $\frac{3}{4}$	16 $\frac{1}{10}$	48	3 $\frac{3}{4}$	16 $\frac{1}{10}$	49	6
September ..	16 $\frac{3}{10}$	48	6	20 $\frac{1}{10}$	62	4 $\frac{1}{2}$	18 $\frac{3}{10}$	55	9 $\frac{3}{4}$	16 $\frac{1}{10}$	48	3 $\frac{3}{4}$	16 $\frac{3}{10}$	48	1 $\frac{1}{2}$
October ..	17 $\frac{3}{10}$	52	2 $\frac{3}{4}$	19 $\frac{3}{10}$	58	9 $\frac{1}{2}$	18 $\frac{3}{10}$	55	9 $\frac{3}{4}$	15 $\frac{3}{10}$	46	9 $\frac{3}{4}$	16	48	0
November ..	17 $\frac{1}{10}$	51	10 $\frac{1}{2}$	19 $\frac{3}{10}$	58	9 $\frac{1}{2}$	18 $\frac{7}{10}$	56	1 $\frac{1}{2}$	14 $\frac{1}{10}$	44	1 $\frac{1}{2}$	16	48	0
December ..	17 $\frac{3}{10}$	52	9 $\frac{3}{4}$	19 $\frac{1}{10}$	59	1 $\frac{1}{2}$	18 $\frac{1}{10}$	54	10 $\frac{1}{2}$	14 $\frac{1}{10}$	42	7 $\frac{1}{2}$	15 $\frac{1}{10}$	47	7 $\frac{3}{10}$
Average ..	14 $\frac{9}{10}$	44	8 $\frac{3}{4}$	18 $\frac{1}{10}$	55	11 $\frac{3}{4}$	17 $\frac{1}{10}$	53	7 $\frac{3}{4}$	17	51	0	15 $\frac{1}{2}$	46	6

	1859.			1860.			1861.			1862.			1863.		
	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.	Thlr.	s.	d.
January ..	16	48	0	12 $\frac{3}{10}$	37	7 $\frac{1}{2}$	13 $\frac{1}{10}$	39	9	14 $\frac{7}{10}$	44	1 $\frac{1}{2}$	16 $\frac{3}{10}$	49	9 $\frac{3}{4}$
February ..	15 $\frac{1}{2}$	47	4 $\frac{1}{2}$	12 $\frac{3}{10}$	37	9 $\frac{3}{4}$	12 $\frac{9}{10}$	38	8 $\frac{3}{4}$	14 $\frac{3}{10}$	43	7 $\frac{1}{2}$	17 $\frac{3}{10}$	53	1 $\frac{1}{2}$
March ..	14 $\frac{9}{10}$	44	8 $\frac{3}{4}$	13 $\frac{1}{10}$	39	7 $\frac{1}{2}$	12 $\frac{3}{10}$	47	4 $\frac{1}{2}$	14 $\frac{3}{10}$	44	5	16 $\frac{1}{10}$	50	7 $\frac{3}{10}$
April ..	13 $\frac{1}{10}$	40	7 $\frac{1}{2}$	13 $\frac{1}{10}$	40	11 $\frac{3}{4}$	12 $\frac{3}{10}$	37	9 $\frac{3}{4}$	14 $\frac{7}{10}$	44	1 $\frac{1}{2}$	16 $\frac{1}{10}$	50	3
May ..	12 $\frac{1}{10}$	37	7 $\frac{1}{2}$	13 $\frac{1}{10}$	39	1 $\frac{1}{2}$	13 $\frac{3}{10}$	39	5 $\frac{3}{4}$	14 $\frac{3}{10}$	43	2 $\frac{3}{4}$	16 $\frac{1}{10}$	50	3
June ..	12 $\frac{3}{10}$	36	5 $\frac{3}{4}$	13 $\frac{1}{10}$	40	4 $\frac{1}{2}$	13 $\frac{3}{10}$	39	1 $\frac{1}{2}$	15 $\frac{1}{10}$	45	0	16 $\frac{3}{10}$	49	9 $\frac{3}{4}$
July ..	12 $\frac{3}{10}$	36	10 $\frac{1}{2}$	13 $\frac{1}{10}$	40	6	13 $\frac{3}{10}$	40	9 $\frac{3}{4}$	16 $\frac{1}{10}$	49	6	15 $\frac{1}{10}$	46	7 $\frac{1}{2}$
August ..	12 $\frac{9}{10}$	37	4 $\frac{1}{2}$	13 $\frac{3}{10}$	41	1 $\frac{1}{2}$	14 $\frac{7}{10}$	42	1 $\frac{1}{2}$	15 $\frac{9}{10}$	56	4 $\frac{1}{2}$	14 $\frac{1}{10}$	43	7 $\frac{1}{2}$
September ..	12 $\frac{3}{10}$	36	10 $\frac{1}{2}$	13 $\frac{3}{10}$	40	6	14 $\frac{1}{10}$	42	9	16	48	0	14	42	0
October ..	12 $\frac{3}{10}$	36	5 $\frac{3}{4}$	13 $\frac{1}{10}$	40	4 $\frac{1}{2}$	14 $\frac{1}{10}$	43	6	16 $\frac{1}{10}$	49	9 $\frac{3}{4}$	14 $\frac{7}{10}$	44	1 $\frac{1}{2}$
November ..	12 $\frac{1}{10}$	37	7 $\frac{1}{2}$	13 $\frac{7}{10}$	41	1 $\frac{1}{2}$	14 $\frac{9}{10}$	53	4 $\frac{1}{2}$	15 $\frac{1}{10}$	47	8 $\frac{3}{4}$	14 $\frac{3}{10}$	53	4 $\frac{1}{2}$
December ..	12 $\frac{1}{10}$	38	7 $\frac{3}{4}$	13 $\frac{5}{10}$	40	2 $\frac{3}{4}$	14 $\frac{3}{10}$	43	2 $\frac{3}{4}$	16 $\frac{1}{10}$	48	7 $\frac{1}{2}$	13 $\frac{1}{10}$	39	1 $\frac{1}{2}$
Average ..	13 $\frac{3}{10}$	39	10 $\frac{1}{4}$	13 $\frac{3}{10}$	39	10 $\frac{1}{4}$	13 $\frac{1}{10}$	46	7 $\frac{1}{2}$	15 $\frac{1}{10}$	45	10 $\frac{1}{4}$	15 $\frac{1}{10}$	46	9 $\frac{3}{4}$

Average price of the above ten years 15 $\frac{1}{2}$ Thalers = 46s. 6d.

Stearine Candles.—The prospects of the stearine candle manufactories cannot be called favourable, being confined to home consumption, as the Zollverein will not be able to export to foreign markets in competition with the Dutch and Belgian makers until the import duty on the respective raw material shall have been entirely abolished.

Glue.—There has not been a brisk demand for this article, because those branches of industry in which it is used continued dull. The stock at the end of the year was, however, only small.

Eau de Cologne.—The business in this article for the toilette, for which Cologne is so celebrated, continues to flourish, although of course some injury is sustained by the imitation of the original marks by the French, Dutch, and Hamburgh competitors, and although these produce a spurious perfume of far inferior quality, it enjoys the advantage that the spirit used by them is not subjected to the Prussian duty, and enables the imitators to undersell the real article.

Gunpowder.—The sales of the ten gunpowder manufactories in the neighbourhood of Cologne were estimated at about 25,000 cwt. of miner's powder, they also produced 4,000 cwt. of fine gunpowder.

The Rhenish manufacturers would enjoy great advantages, and would certainly have their share of foreign orders, if the nearest seaports could be made available for the purpose of exportation; but Belgium has entirely prohibited the transit of gunpowder, and Holland has imposed such onerous conditions as to render the transit almost impossible, *i.e.*, gunpowder is allowed to pass through Holland by water only, and in vessels with a cargo of 1,000 cwt., without any other merchandise on board. As gunpowder is prohibited from being sent by post or railway, it can only be forwarded by the roads in carts, for which reason the ports of the North Sea can only be made available under exceptionable occasions and at enormous expense.

Herrings.—The trade in herrings has been regular and remunerative, prices were at the beginning for full crown brand 13 to 13½ thalers (1*l.* 1*s.* to 2*l.* 0*s.* 6*d.*), which price they maintained till October, when they rose, in consequence of accounts from Scotland, to 14 and 15 thalers (2*l.* 2*s.* to 2*l.* 5*s.*)

The fisheries of Scotland produced 432,000 tons full crown brand, that of Norway 500,000 tons (the quality of which does not suit this market), and Holland about 30,000 tons; duty was paid on 4,748 tons, against 4,097 tons in 1853.

Sugar.—The beetroot sugar refineries of Cologne produced in the season of 1863–64, 624,457 cwt., and in 1864–65, 671,973 cwt.

The beetroot crop of the neighbourhood did not answer the expectations formed, either as to quantity or as to saccharine quality, the roots not ripening on account of the cold summer and the late rains of September.

The business in refined sugar, on account of the small stock at the beginning of the year, was good, and prices were maintained till the end of June at 17½ thalers (2*l.* 12*s.* 6*d.*) for *mellis* No. 3; at the close of the year the price fell to 16 thalers (2*l.* 8*s.*)

The refineries of colonial sugar have not been working at a profit, as prices of the raw article were kept up by speculation at the sea ports till June, in consequence of the supposed deficit of supplies from the colonies, and even afterwards, when a reduction took place in the prices of colonial raw sugar at the seaports, the lightness of the money market and other causes counterbalanced this advantage.

The importation of colonial sugar was even less than the year before, *viz.*, 141,212 cwt. in 1864, against 182,983 cwt. in 1863. The insignificant bonification granted on exportation of refined colonial sugar,

limited this business to the paltry total of 1,987 cwt., the greater part of which was sent to Switzerland as sugar candy.

In consequence of the unfavourable situation of the refineries of colonial sugar being shut out from the foreign export trade, and, as regards home consumption being overwhelmed by the beetroot manufacturers, compelled one of the Cologne refineries to close its works, whilst those still existing continue working on in the hope that at some later period an equitable system of customs legislation will afford them the possibility of a prolonged existence.

It is really a question of existence, not only as regards the colonial sugar refineries, but even for the beetroot factories, that the foreign markets may be opened to them by establishing a correlation between drawback and import duties. At least 30 new beetroot sugar refineries will be opened and at work in 1865-66.

Beetroot, Treacle, and Fruit Jams.—The production and use of these articles have not been so extensive as the year before, the price of butter having been low. The manufacture was also limited in consequence of the price of beetroot having risen from 9 to 12 silbergroschen (10d. to 1s. 1½d.) per cwt.; about 400 casks of 2 cwt. each were supplied for consumption.

The manufacture of apple and pear jam was more important, the crop of fruit having been abundant. About 1,500 hogsheads were manufactured, of which the greater part was sold.

Tobacco.—Large importations of Indian and South American tobacco took place, but the quality was not satisfactory, and complaints are made of the trickeries adopted in the packing of cigar tobacco. Wrappers of good quality were in great demand and obtained good prices.

The German tobacco of the crop of 1864, which is not so fit for cigar making, was used chiefly for common snuff tobacco, and a large business was effected. The want of Virginian tobacco is much felt, especially by the manufacturers of fine snuffs.

The import of raw tobacco was :

a. From foreign countries direct	lbs.	1,039,063
Of which placed in bond	lbs.	518,942
Exported in transit		87,534
		606,476
Paid duty		432,587
b. In transit from other custom-houses in the Zollverein and } taken out of bond		1,003,666
Paid duty		1,436,253
c. Inland tobacco paid for		1,746,546
Total duty paid		3,182,799

Against 2,905,400 lbs. in 1863.

Iron Wire, Rope, and Cable Manufacture.—The manufacture of iron wire, which was in a depressed state for some years, has greatly improved, not only by increased sales, but also by improvements in the method of manufacture, and by the superiority of the raw material it will stand any competition.

The rope and cable manufacture is in a flourishing state ; the number of workmen has been considerably augmented.

Manufacture of Cotton Goods.—Duty was paid—

	1864.	1863.
	Cwt.	Cwt.
On raw Cotton	9,491	13,180
On Cotton Yarn	1,230	770
On Cotton Goods	2,361	368

The sudden variations in the price of raw cotton continued to influence this branch of industry during the year, the fluctuations produced at some periods an entire stagnation, so that consumers strictly confined themselves to purchasing only real necessities; the results proved injurious to every branch connected with this trade.

Woollen Goods.—Duty was paid—

	1864.	1863.
	Cwt.	Cwt.
On raw Wool.	33,566	25,056
On white and coloured Woollen Yarn	2,565	2,554
On Woollen Goods	6,298	1,555

The business in 1864 in woollen goods, especially in cloth, was not very important; however, the result was satisfactory. The manufacturers were busy, and, although the exportation to America, Spain, and Italy, was comparatively unimportant, it was better to China, &c.; besides, the home consumption was good, because woollen stuffs superseded the use of cotton articles. In consequence of this, the price of the lower articles of wool began to rise, whilst it had no influence upon the better and finer qualities.

The manufacture of carpets was also satisfactory, as was also that of "velours d'Utrecht."

Linen.—Duty was paid—

	1864.	1863.
	Cwt.	Cwt.
On raw Linen Yarn	20,696	3,586
On bleached Linen Yarn	877	684
On linen Thread	5,762	2,943
On Grey packing Linen	3,856	5,814
On unbleached Linen	1,461	3,852
On bleached Linen	920	83
On linen Cambric	50	3½

The flax crop of 1864 was again a very good one, and the demand for yarns was very great, and, as purchasers were not particular with regard to prices, the result must have been exceedingly favourable to the spinners.

The business in linen of all qualities was brisk during the first nine months of the year; but, when, about the end of September, reports of peace came from America, there was a panic which lasted till the end of the year. The demand became limited, and prices remained retrograde, it is therefore evident how much the linen trade is affected by that of cotton.

The home linen manufacture has considerably increased since last year, and less was imported from Belgium than in 1863. It is expected, that the importation from Belgium will continue to diminish, so that in a few years the Zollverein will be independent so far at least as regards Belgium, whereas the importation from Bohemia has increased.

Silk.—Duty was paid—

	1864.	1863.
	Cwt.	Cwt.
On raw Silk	173	74
On sewing Silk	146	62
On half Silk Stuffs	1,520	205
On silk Stuffs	1,475	298

The manufacture of velvet in the neighbouring town of Mülheim-on-the-Rhine has very much increased in 1864, and it was not only sold within the States of the Zollverein, but also largely exported to England and America. The treaty of commerce will probably tend to improve still further this branch of native industry.

The manufacture of silk and velvet ribands is improving, and will undoubtedly be of importance to this neighbourhood.

Leather.—In the tanneries of this town 14,000 foreign hides, 5,000 inland hides, and 9,000 calf skins were manipulated.

The sales were irregular, although prices were not so remunerative as formerly.

The curriers and saffian manufactories were well occupied, 600,000 sheep and goat skins having been worked.

The demand for all the products of curriers and tanners was excellent, and prices were adequately remunerative.

The two leather fairs in 1864 were not much frequented; that in April was attended by 55 manufacturers with 690 cwt., value 28,000 thalers; and that in September by 20 manufacturers with 208 cwt., value 8,400 thalers.

Wood.—In consequence of the state of political affairs building speculators were timid, and the wood trade was limited, although it improved later in the year.

The trade in boards (deals) on the other hand was better, until a large importation from Bohemia took place, which, however, had not much influence on the dealers of this town.

At the end of the year the demand for fir-wood was considerable, and the stock not being large, prices rose about 6 to 8 per cent.

The value of transactions at this place amounted to about 800,000 to 1,000,000 thalers, whilst the transit business amounted to 1,000,000 thalers.

TABULAR ABSTRACT of the value of Shares of the following Companies at Cologne at the beginning of each Month in 1864.

Names of the Companies.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.
Colonia (Fire Insurance) ..	220½	213½	218	226	228½	226	226	227½	227½	227½	227	227½
Agrippina (Sea Insurance) ..	133	129½	131½	133½	134½	135½	135½	135½	137	138	138½	137½
Concordia (Life Insurance) ..	114	113	113½	115½	116½	116½	117½	117½	117½	115½	115½	117½
Hail Insurance Company ..	103½	103½	104½	105	105	105	104½	106½	111½	111½	111½	111½
Cologne Steamboat Company.	90	86	87½	88	89½	88	88	89½	88½	88½	89½	89
Cologne Steam Tug Company	57	57	57	57	57	54	54	53	53	53	53	53
Cotton Spinning Company ..	81	84	83	75	72	71	67	72½	73	73	73½	74
Machine Building Company..	63	63	63	60½	57	57	58	60½	60½	59	60	60½
Cologne Mining Company ..	57	57	57	55	50	50	44	80	70	70	70	70
Cologne-Müsen Mining Company	86½	87½	91½	100½	99½	98	97	97½	97	95½	93	91
Cologne Minden Railway ..	170	166	175	179½	183½	184½	184½	190½	196	194	198½	202
Rhenish Railway ..	95	91½	95½	99½	100	100½	99½	102½	104	101½	103½	107½
A. Schaaffhausen Bank ..	114½	115	117	120½	120	120	119½	120	121	121	121½	121½
Cologne Private Bank. ..	99	99	99	99	99	99	99	99	99½	98½	99	99½

As regards the state of the money market, it was not so good as in 1863, in the latter part of the year there was a real want of full weight silver coin, and $\frac{1}{2}$ per mille agio was paid. Trade in general suffered very much at the end of the year by the high rate of discount, the rates of which will be seen in the following.

TABULAR Abstract of Discounts at the principal Exchanges in 1864.

	Berlin.		Amsterdam.		Paris.		London.		Hamburgh.		Frankfort.	
	1st.	15th.	1st.	15th.	1st.	15th.	1st.	15th.	1st.	15th.	1st.	15th.
January ...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5	5	7	7	7	7	5	5	5	5
February ...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5	5	7	7	8	7	5	5	5	5
March ...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5	5	7	7	6	6	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4	4
April ...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5	5	6	6	6	6	4 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
May ...	4 $\frac{1}{2}$	5	5	5	6	8	7	9	4 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
June ...	5	5	5	5	6	6	7	7	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
July ...	5	5	4 $\frac{1}{2}$	4 $\frac{1}{2}$	6	6	6	6	3 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$
August ...	5	5	5	4 $\frac{1}{2}$	6	6	7	8	4	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
September ...	5	6	5	5 $\frac{1}{2}$	6	7	8	9	6	6 $\frac{1}{2}$	3 $\frac{1}{2}$	4 $\frac{1}{2}$
October ...	6	7	6	7	7	8	9	9	6 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
November ...	7	7	7	7	8	7	9	8	5	5	5 $\frac{1}{2}$	5 $\frac{1}{2}$
December ...	7	6	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	5	7	7	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5 $\frac{1}{2}$	5

The rate of exchange for bills was also unfavourable in the latter part of the year, which may partly be attributed to the large investments of German capital in American securities.

TABULAR ABSTRACT of the Rates of Exchange at the beginning of each Month in 1864.

Date.	Amsterdam.	Paris.	London.	Antwerp and Brussels.	Hamburg.	Bremen.	Frankfort.	Augsburg.	Vienna.
2nd January ..	Fl. 250. 141 $\frac{3}{4}$	Frs. 300. 79·7	£1 Sterling: 6·21 $\frac{1}{2}$	Frs. 300. 79·9	Bm. 300. 151 $\frac{1}{2}$	L. Thlr. 100. 109 $\frac{3}{8}$	Fl. 100. 57·4	Fl. 150. 85·7	Anstr. Fl. 150. 83 $\frac{1}{4}$
1st February ..	142·1	79·8	6·22 $\frac{1}{4}$	79·8	151 $\frac{1}{2}$	109 $\frac{3}{8}$	57·4	85·7	81 $\frac{3}{4}$
1st March ..	142	80·1	6·22 $\frac{1}{2}$	80·1	151 $\frac{3}{8}$	109 $\frac{7}{8}$	57·4	85·7	83 $\frac{3}{4}$
1st April ..	142 $\frac{7}{8}$	80·2	6·21 $\frac{7}{8}$	80·1	151 $\frac{1}{4}$	110 $\frac{1}{8}$	57·4	85·7	85 $\frac{1}{4}$
2nd May ..	143 $\frac{1}{8}$	80·3	6·23	80·1	151 $\frac{5}{8}$	110·3	57·4	85·7	87 $\frac{1}{2}$
1st June ..	142 $\frac{7}{8}$	80·6	6·23 $\frac{1}{8}$	80·3	151 $\frac{3}{8}$	110·2	57·2	85·6	87 $\frac{1}{8}$
1st July ..	142·4	80·5	6·22 $\frac{3}{8}$	80·4	151 $\frac{1}{2}$	109·7	57	85·5	86 $\frac{1}{2}$
1st August ..	143 $\frac{1}{8}$	80·8	6·24 $\frac{3}{8}$	80·7	151 $\frac{3}{8}$	110 $\frac{1}{8}$	57·2	85·6	87 $\frac{1}{2}$
1st September ..	143	81·2	6·25	81	152 $\frac{3}{8}$	110 $\frac{1}{2}$	57·6	85·7	88 $\frac{1}{4}$
1st October ..	142 $\frac{1}{2}$	80·4	6·24 $\frac{1}{4}$	80·6	152 $\frac{1}{2}$	110 $\frac{3}{8}$	57·4	85·7	86 $\frac{1}{4}$
2nd November ..	144	81	6·25	80·3	152 $\frac{1}{4}$	110 $\frac{3}{8}$	57·8	85·7	85 $\frac{1}{4}$
1st December ..	144 $\frac{3}{8}$	81	6·24 $\frac{1}{4}$	81	152 $\frac{1}{4}$	110 $\frac{1}{2}$	57·8	85·8	86 $\frac{1}{2}$

Postal Communication.—There arrived at the post office at Cologne—

	1864.	1863.
Letters	3,040,713	3,082,491
Packages without declared value	293,124	249,119
Weighing lbs.	3,908,558	1,951,313
Packages with declared value	328,224	331,824
Value.. .. . thlrs.	51,313,591	49,278,564
Letters with money orders in advance	24,401	20,241
Paid on the same thlrs.	58,643	49,829
Letters with cash.. .. .	36,879	31,278
Paid on the same thlrs.	196,247	159,627

In consequence of a reduction of postage on money orders since the 1st January, 1865, the post office of this city has respectively paid and received in the first quarter of 1865 :

	Received.	Paid.
	Thalers.	Thalers.
In January	29,731	220,958
In February	32,962	176,313
In March	41,280	213,841
Total	103,973	611,112

Telegraphic Communication.—The telegraph office at Cologne received in 1864, 49,946 telegrams with 1,066,879 words, against 43,470 despatches in 1863, and transmitted 46,465 telegrams with 933,395 words against 37,039 telegrams in the preceding year.

There is therefore an increase of 13 per cent. on the despatches received, and an increase of 25 per cent on those transmitted.

Navigation on the Rhine.—The low water in the Rhine in autumn was very injurious to navigation. In addition to this the Rhine was not free from ice till after the middle of February, and on the 15th December the navigation was again closed by continued frost.

The greatest height of the water was on the 11th March, viz., 16 feet, and the lowest on the 29th December, viz., 5 inches.

The height of the water was as follows:—In March between 16 feet and 6 feet 6 inches, in June between 12 feet 6 inches and 8 feet 6 inches, in July between 11 feet 3 inches and 8 feet 8 inches, in August between 9 feet 1 inch and 6 feet 1 inch.

The height of water in the months of February, April, May, September, October, November, and December varied alternately under 6 feet, and it was especially low in October, when the highest was only 5 feet 9 inches and the lowest 3 feet 7 inches.

Tribunal of Commerce.—Lawsuits were pending at the tribunal from the 1st of October, 1863, to the 1st October, 1864.

Superannuated lawsuits	159
Fresh lawsuits	7,358
After preliminary settlement brought forward..	396
Opposition against contumacial judgments ..	1,426
Total	9,366

Of these were settled—

By striking off the rolls ..	..	..	..	658
„ contradictory summons ..	..	..	..	895
„ „ ultimatum ..	..	..	..	1,057
„ contumacious judgment ..	..	..	..	6,737
Total ..	..	..	..	9,347

So that 19 remained unsettled.

The number of appeals against sentences of the court amounted to four.

519 resolutions and ordinances were issued by the council chamber.

Bankrupts.—On the 1st October, 1863, 43 bankruptcies were pending. In the course of the year 50 fresh cases were announced; 18 were settled by agreement (concordat), 14 by judicial settlement, and 5 were annulled, together 37, so that on the 1st October, 1864, 56 remained unsettled.

The following Table shows the particulars :

The passive Debts of the 50 Bankrupts amounted to— Between		Number.	Per centage of the settled 18 Concordates.	Number.	Per centage of the 14 Bankrupts dis- charged by the Court.	Number.
Thlr.	Thlr.					
1,000 and 2,000		5	45	1	Divided 94 $\frac{1}{2}$ per cent	1
2,000 „ 3,000		7	33 $\frac{1}{2}$	1	„ 74 „	1
3,000 „ 4,000		4	30	2	„ 26 $\frac{1}{3}$ „	1
4,000 „ 5,000		3	25	4	„ 20 $\frac{2}{3}$ „	1
5,000 „ 10,000		12	20	2	„ 6 $\frac{1}{4}$ „	1
10,000 „ 15,000		5	15	3	„ 6 $\frac{3}{4}$ „	1
15,000 „ 20,000		7	10	5	„ 3 $\frac{7}{8}$ „	1
20,000 „ 25,000		4	..	..	„ 3 $\frac{1}{10}$ „	1
30,000 „ 34,000		2	..	..	„ between 1 & 2	4
About 50,000		1	..	..	„ Nil	2
Total ..		50	..	18	..	14

Gewerbergericht, or Inferior Court of the Tribunal of Commerce for the settlement of disputed claims of tradesmen and others.—In the judicial year from 1st October, 1863, to 1st October, 1864, 789 cases were presented to the Court of Arbitration for settlement.

There were settled—

By extrajudicial agreement ..	..	..	..	26
„ judicial agreement ..	..	..	..	526
„ referred to the Chief Court ..	..	..	..	237
Total ..	..	..	..	789

The Chief Court settled—

By extrajudicial arbitration ..	..	..	..	7
„ judicial arbitration ..	..	..	..	10
„ verdict ..	..	..	..	215
Total ..	..	..	..	232

In concluding this report it may be observed, that all statements relating to trade for one year are only published in the course of the succeeding year, therefore no official data can be procured with reference to the trade of the current year. It is, however, satisfactory to be able to assert, that, so far as England is concerned, the treaty of commerce (the provision of which came into operation on the 1st July last) has already been productive of good results, not only as to commercial

operations generally between the two countries, but also as regards the security now afforded to British manufacturers that their trade marks and names can no longer be imitated with impunity.

English tin is likewise placed on an equal footing with tin imported from the Dutch colonies; it is fully expected that commercial intercourse will be greatly augmented by the lower rate of duties on many articles which were formerly almost prohibited in this country.

The extraordinary development of the mining industry of the Rhenish provinces and of Westphalia is worthy of special notice, as, undoubtedly the production of coal and iron in these provinces will hereafter exert considerable influence as regards these articles in England.

Formerly the importation of coal and iron into Prussia and Germany was immense, the importation of coal even to the northern parts has nearly ceased, whilst that of iron is limited to insignificant quantities for special purposes, and large quantities of iron are now even exported from these parts to England and France.

In the year 1857 the following quantities were imported into Cologne, viz. :

By water via Emmerich—	Zoll. Ctr.
Pig iron	959,777
Wrought iron (duty $1\frac{1}{2}$ thalers) ..	127,445
Fine sorts of iron (duty $2\frac{1}{2}$ thalers) ..	14,020
By land and Rhenish Railway—	
Pig iron	667,822
Wrought iron (chiefly Belgian) ..	110,495

In addition to which, large quantities of English iron were imported via the Aix-la-Chapelle-Mastricht Railway, but this year it was prognosticated that the Rhenish provinces were making such rapid strides in the working of mines and in the production of iron that importation would in a few years entirely cease, and that they would be able to supply themselves without having recourse to foreign importation. This prognostication has been already more than realized. Since 1857 the importations have gradually diminished, and last year these provinces could boast not only of supplying their own wants, but they were enabled to export largely of iron both to England and to France. New works are constantly being erected, the mineral wealth is unbounded, the energy of the people has been called into active operation, and these provinces bid fair to become as renowned in course of time as the far-famed black country of the midland districts of England.

Cologne, December 30, 1865.



RUSSIA.

BERDIANSK.

Report by Mr. Consul Zowrab on the Trade of Berdiansk for the Year 1865.

THE apprehension of a long and severe winter created by the early closing by ice of the Sea of Azoff, in the autumn of 1864, was allayed in February of last year, when the piercing north easterly winds changed into light warm southerly breezes, which partially cleared the Sea of Azoff of ice, and by the end of the month, the navigation to Berdiansk was practicable, though still dangerous from floating ice brought down by the Don from Taganrog and Rostoff.

NAVIGATION.

The navigation became quite free, however, towards the end of March. The tardiness of the Russian Steam Navigation Company in opening communication with the ports of the Azoff in the spring causes considerable inconvenience, loss, and delay to all classes. The boats only commence running some time after all danger has disappeared. Sailing vessels generally precede them by two or three weeks. In autumn the same inconveniences occur; the steamers cease to run some time before there is any danger from ice, and last season this port was deprived of steam communication fully a month before the ice set in, and merchants were obliged to receive their goods overland from Odessa.

The light-ships which are stationed in the summer off the various sandbanks, are taken to winter moorings before the navigation ceases, and they are allowed to remain at their winter stations for many days after the navigation has become general. Thus mariners are deprived of those guides which are urgently required during the thick and foggy weather of early spring and late autumn.

British Shipping.—The number of British vessels entered at this port during the shipping season of last year has exceeded that of 1864 by eight ships. The following Table shows the difference:

	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861.. ..	42	11,809	307	77,267	349	89,076
1862.. ..	39	11,816	213	45,997	252	57,813
1863.. ..	27	7,671	175	36,731	202	44,402
1864.. ..	15	4,859	165	37,512	180	42,371
1865.. ..	23	6,618	220	57,139	243	63,757

Of the 23 arrivals of British vessels, 5 called for orders, and 18 loaded at this port. The numbers loaded in the intervening years were as follows: 1861, 16; 1862, 14; 1863, 6; and 1864, 9.

Foreign Shipping.—In the preceding Table a marked increase is observable in foreign shipping. Italian vessels are yearly acquiring more importance in the Azoff trade, and they bid fair to monopolise the whole of the carrying trade between this and the Mediterranean. In the autumn they accept freights for the United Kingdom even at such low rates that it is impossible for other nations (except Greeks, who are not in good repute with the merchants of Berdiansk) to compete with them. This year there is an increase of 45 Italian vessels, with a tonnage of

15,122 tons over that of last year. This increased Italian trade, with its prospects of a further development, appears to have been the reason which has induced the Italian Government to nominate a salaried Consul of the first class to Berdiansk in the spring of last year. Hitherto only a Consular agent represented that power here.

Other flags have been more abundant, in proportion to the demand created by an increased amount of business transacted at this port.

Freights.—During the past season freights at Berdiansk were very unsteady. In the early spring 47s. was the current rate per ton of tallow for Great Britain. A gradual rise from 3s. to 8s. per ton was offered during May, June, and July; and in August, owing to the favourable change in foreign corn markets, and to the prospects of an average crop, freights obtained the maximum height of 65s. per ton. This rate, however, was obtained only for a short time. The news of a fall in London prices caused a corresponding decline here on articles of produce and on freights, the latter fell to 57s. 6d. and 53s. At this last rate, several vessels which had been chartered at 65s. by speculators at Constantinople were re-chartered to merchants here. From 53s. a temporary rise to 56s. and 58s. followed; but freights soon fell again to 55s. and 50s., at which last quotation they remained till the close of the navigation. The average rate of freight for the year for the United Kingdom has been 55s.

Coasting Trade.—The only new feature of importance in the coasting trade which has made itself apparent during the past season is the employment of vessels of a better and larger class than those hitherto used. The number engaged in this trade during the year has been 400.

The long-expected clearance of the inner, or winter, harbour of Berdiansk was commenced in the past autumn. During the summer a Commission surveyed the harbour, and decided on the mode of restoration to be adopted. Men are now carrying on the work, and next year it will be ready to receive the lighters which may require its shelter.

TRADE AND COMMERCE.

Exports.—On the opening of the navigation last spring, trade was very dull at this port, consequent on the small quantity of all kinds of produce in store for exportation. The cereals in deposit were lower than they had been for many previous years, and the imports from the producing districts did not tend to sensibly swell this deposit. To this cause may be added another, the high prices of produce, together with the depressed state of the corn markets abroad. This discouraging state of affairs continued the whole spring and early part of the summer, naturally causing great anxiety amongst the commercial men here. At the same time the coming crops did not promise, owing to the continued drought, to be abundant, or within the average. With the months of June and July prospects brightened, not only in prices of cereals abroad, attaining 43s. per quarter of 492 lbs., but the crops were ensured, unless some untoward circumstance occurred. In August business assumed an aspect that had long been wanting in affairs at this port, and exceptional activity was the result. This improved condition of the market imparted fresh vigour to speculators, and during the whole autumn, notwithstanding a subsequent fall in prices abroad, a larger amount of business was transacted at Berdiansk than had been transacted during many former seasons. At the close of the navigation, shipments were made for the United Kingdom at 34s. 7d. per quarter, free on board.

There has been no new addition this year to the articles of export. The principal transactions were in wheat, which forms the main staple of the export trade.

The different articles and quantities exported from Berdiansk during the year 1865 were as follows:

Butter	..	..	..	..	cwt.	194
Hides, dried .. .	..	..	..	..	..	598
Linseed	..	..	..	..	qrs.	14,700
Mats	..	..	..	..	..	16,997
Rapeseed	..	..	..	..	qrs.	4,009
Rye	..	..	..	..	..	728
Wheat	..	..	..	..	..	356,473
Wool	..	..	..	..	lbs.	27,240
Wood, Deals, &c. ..	..	..	..	..	doz.	171
Sundries	..	..	..	..	value £	722

Total value of Exports, 587,335*l*.

Imports.—The import trade of Berdiansk is generally unimportant, and this year shows no exception. A great increase, however, is observable over that of last year; but this must not be taken as a favourable sign, as the imports of last year were the smallest on record since the Crimean war. Berdiansk does not import sufficient from abroad for town consumption. The deficit is made up from Odessa and Kharkoff.

The prohibitory and almost exclusive tariff, and the vexatious and complicated custom-house regulations existing here, necessarily check all enterprise. Merchants who have attempted to create an import business have been obliged, after endless and profitless trouble, to abandon their pursuit for others where honesty and energy would meet with their reward.

The importations into Berdiansk during the year 1865 are enumerated in the following list:

Coals	..	..	..	..	tons	48
Coffee	..	..	..	..	cwt.	1,016
Earthenware .. .	..	..	..	..	..	22
Fruits, dried .. .	..	..	..	..	..	172
Glass	..	..	..	..	..	48
Lemons and Oranges	..	..	..	..	..	436,217
Machinery	..	..	..	..	cwt.	330
Nuts	..	..	..	..	..	925
Oil, Olive	..	..	..	..	..	1,650
Pepper	..	..	..	..	..	41
Rice	..	..	..	..	..	270
Sundries	..	..	..	..	value £	1,058

Total value of Imports, 17,282*l*.

The following return of navigation and trade, made up for the past five years, will show the importance of Berdiansk in regard to its commerce:

		Entered in Ballast, or with part Cargoes.		Cleared with Cargoes.		Imports.	Exports.
		Vessels.	Tons.	Vessels.	Tons.		
						£	£
1861..	..	349	89,076	293	73,988	23,512	845,333
1862..	..	252	57,813	207	46,190	17,228	542,340
1863..	..	202	44,402	156	33,222	32,105	403,496
1864..	..	180	42,371	159	37,367	7,674	370,307
1865..	..	243	63,757	224	57,927	17,282	587,335

It is necessary to remark that the decline in business seen by the above Table is owing to the successive failure of the crops of this district during the years 1862, 1863, and 1864; while the increase shown in 1865 was the result of an average crop. As there are no branches of

industry in this district to sustain commerce, the trade of this place is solely regulated by the result of the crops. I have been informed by an old inhabitant of Berdiansk that during the last thirty years there have been only nine good crops grown. This fact may alone account for the little progress Berdiansk has made; but it is to be remarked that real property has also gone down in value very seriously, and there can be no doubt that this is not a self-sustaining town. In fact, the Russians themselves term Berdiansk "a forced city." Under these circumstances, all belief that this port will ever become important is delusive, unless measures are adopted by the Government to open up the interior by railways, so that the inland produce may be brought hither for exportation easily, and at a reduced cost. The cost of transporting produce to Berdiansk is at present so great, and the time taken up to bring it is so long, that when it arrives its cost is such that very little profit can be made.

Berdiansk has seen the establishment of many commercial houses since the war, the majority of which have been great losers. Some have become bankrupt, and others ruined and obliged to leave the country. The only persons who have in any way succeeded are the local grain traders.

Domestic Trade.—Little worthy of being recorded has transpired in this branch during the past year. Fish is the most important article of domestic commerce. This season has been eminently successful. The spring was truly remarkable for the enormous "hauls" that were made. In some instances as many as 103 cart-loads were landed. The average haul is thirty cart-loads. The fish which rank first in importance and abundance belong to the family of the cyprinus. The sturgeon also is of great value. Besides these several other fish are caught in smaller quantities for town consumption.

Salt, which forms an important item in the local trade, has not been collected during the past season, as the Government have sequestered the revenues of this branch of industry to pay the debts of the contractor. In the summer a Commission was appointed to report on the resources of the lakes, and while the investigation was in progress the deposits of salt were not collected. Thus both creditor and debtor have been losers.

The market prices of goods during the past year were as follows:

	£	s.	d.
Coffee per cwt.	4	18	0
Candles, composite "	5	2	1
" tallow "	2	5	2
Coals per ton	1	13	2
Charcoal "	3	13	6
Fruits, dried per cwt.	2	13	1
Lemons and Oranges per 100	0	5	2
Nuts per cwt.	1	9	0
Olive Oil "	3	13	7
Olives "	2	1	2
Pepper "	3	6	0
Rice "	1	4	6
Sugar Loaves "	3	13	7
" fine (crushed) "	2	18	0

The slight reduction in the prices of some of the above articles is owing to the increase in value of the £ sterling; but, as a rule, all articles have augmented in price.

Operations in cereals by local corn dealers were of a very insignificant nature during the winter of 1864, and during last spring; but with the arrival of the new crops, business became very active, and the returns of dealers were quick and profitable. An increased demand drove prices up, and they were maintained throughout the autumn; and as the navi-

gation continued the whole of November and early part of December, wheat increased in price, and holders who had kept firm, realized large profits. At the present time the deposit of cereals is estimated at 14,000 quarters. The prospect of this deposit being increased during the winter is small, as there is little grain forthcoming from the interior, on account of the year's bad crops there, the aspect of business, therefore, for the coming spring is unfavourable.

The average prices of produce, free on board at Berdiansk, during the past year were as follows:

			£	s.	d.
Barley	..	..	per qr.	0	17 5
Hides	..	..	per cwt.	2	17 6
Linseed	..	..	per qr.	2	3 0
Oats	..	..	..	0	12 2
Rapeseed	..	..	..	2	0 10
Rye	..	..	..	1	1 1
Tallow	..	..	per ton	37	8 0
Wheat, hard ..	..	..	per qr.	1	16 2
" soft	..	..	..	1	13 9
Wool Merinos, 1st quality ..	..	..	per lb.	0	18 6
" 2nd	..	..	..	0	14 8
" in the grease ..	..	..	..	0	9 2

Exchanges.—The exchange during the whole of the year 1865 ruled high, and was steady compared to that of the preceding year. Commercial transactions were, consequently, carried on without fear from variations in the rate of exchange; and except at one time, when a fall of 3 per cent. took place, which was of short duration, nothing occurred to shake the public faith. The continued high rate is, however, looked upon with doubt. The monthly average rates were as follows:—

	Silv. Rbbs.		Silv. Rbbs.
January	7·60	July	7·55
February	7·62	August	7·56
March	7·42	September ..	7·65
April	7·50	October	7·60
May	7·50	November ..	7·62
June	7·47	December ..	7·64

The average rate of exchange for the year was 7·55 silver roubles per 1*l.* sterling, and this rate has been used in calculating the returns embodied in this report.

Weights and Measures.—The following is a list of the weights and measures used at this port, showing their English equivalents:—

96 zolotniks, or 1 faut	=	900 lb. avoirdupois.
40 fauts, or 1 pood	=	36 lbs.
3·111 poods	=	1 cwt.
1 arshen, or 16 vershoks	=	28 inches.
3 arshens, or 1 sasjeen	=	2½ yards.
1 square sasjeen	=	49 square feet.
2,400 square sasjeens, or 1 desateen	=	2·70 acres.
1 vedro, or 8 shtofs	=	2·70 gallons.
1 botchka, or 40 vedros	=	860 pipes.

Agriculture.—Except that the spring of 1865 commenced late, everything opened favourably to agriculture. The deluging rains of the preceding autumn and the frequent thaws in winter had saturated the earth three feet deep. Ploughing was finished by February, though, owing to the heavy nightly frosts throughout March, the seed was not all in the ground till the commencement of April. Under this aspect, vegetation proceeded satisfactorily. Grass, if not abundant, was sufficient to quell the fears of husbandmen of there being a want of fodder for the cattle during the coming winter. It was not until the greater part of May had

passed without rain that agriculturists began to feel alarm. Linseed had proved a failure, but this was to be attributed to the frosts of March. In June rain fell most abundantly throughout the district, and, for a time, everything looked very healthy. July came with scorching heats, withering large tracts. Sousliks (*spermophilus citillus*) had also, in some parts, been destructive; yet, on the whole, no great damage was done. At harvest-time, people were surprisingly tardy in getting in their crops, and the heavy rains which set in at the end of August and lasted till the commencement of September, did infinite damage to the unstacked wheat. In many places the thrashing-floors were completely washed away; in others, the grain might have been seen either springing, or heated and discoloured.

When the thrashing was completed, the result of the harvest was found satisfactory, the yield in this immediate district being 6 to 1, or rather above an average. The quality of hard wheat was very superior, and much sought after by exporters for Italy and France. Soft wheat was of a good quality and fine colour.

The appearance of a poisonous black spider amongst the wheat at harvest time created for a few days a panic among the labouring classes. Wages rose to double their ordinary rate, and it was with difficulty the labourers could be induced to work. More than 300 persons were bitten by this venomous insect, but only three cases are reported to have proved fatal, and these deaths, it is supposed, are not to be attributed solely to the bite of the spider. Fortunately, this visitation was restricted to one part of the town lands otherwise the consequences might have been very serious. From some villages in this district news was received that the spider had also visited them.

The bite of this insect was indicated by a hard white spot. The first symptoms experienced were alternate violent heat and cold, shortness of breath bordering on suffocation, an increased pulsation of the heart, and pains in the chest and back, then weakness in the legs and dizziness in the head. After a few hours these symptoms diminished, and in two days the patient was able to resume his work. The general remedy employed was to cup the poisoned part and liberally wash it with cold water. Some cauterized the place, but this remedy was not so efficacious, and it created, besides, a fresh wound.

The first time this spider was seen at Berdiansk was in 1864, but a very few persons were bitten by it. Last year, however, it increased to a most alarming extent. It was remarked that the spider was very active in killing locusts, on which it seemed principally to feed, and it was only when disturbed that it stung persons. The majority of the persons bitten did not know the cause of their illness, and it was only the same symptoms in each case that proved it to be the sting of the spider.

Town Lands and Colonies.—The town lands were again farmed out by auction last October for one year. The average price paid was 15 roubles per desateen, or about 15s. per acre.

The Bulgarian colonists were partially repaid this year for their hitherto unsuccessful agricultural attempts. The crops in their district gave good returns.

Other villages not far distant were not so fortunate, and have been obliged to seek relief from the Government.

The only mishap that occurred to the German colonies was a visitation of locusts in one part of the country, which has caused to agriculturists severe loss. Except this the harvest was considered highly satisfactory.

Hitherto the German colonies possessed grazing lands to the extent of 35,000 acres. Last summer it was decided that this land should be apportioned out to the farm labourers in the colonies, each labourer receiving

80 acres. This arrangement will add largely to the quantity of wheat grown in those parts.

The greater portion of the crops raised on the Cossack territory was this year destroyed by sousliks, which have increased to a truly alarming extent. If no means are taken to exterminate this animal, it will be useless to attempt to cultivate any cereals next year. The whole of the Cossack country, and to some distance beyond Mariopol, has been laid almost waste by this destructive animal.

Sousliks at one time infested the German colonies, but of late years they have comparatively disappeared. The cause is attributed to the manner of ploughing. With the Germans no space is left between the furrows, while Russian farmers do not pay strict attention that the ploughshare cuts through each time. Some of the animals are thus left undisturbed, and in the spring they make their appearance. It is calculated that a pair of these animals increase to seventy-two in one year.

Railways.—The all-absorbing question in these parts at the present time is the construction of a railway from Kharkoff to one of the Azoff ports. Commissions have been formed at the different towns to draw up and lay before the Government the particular advantages each port possesses. Articles in local newspapers have discussed this subject in every form, and partisans of special undertakings have commented largely thereon. Thus each of the towns, Berdiansk, Mariopol, Taganrog, and Rostoff have attempted to prove their superior importance as railway termini, and how far their advantages and requirements surpass those of their neighbours. Rostoff, it is presumed, will be the favoured town, as its position is of great importance as the outlet to a vast extent of territory, and also on account of its position in regard to the Caucasus, which probably enhance its importance in the eyes of the Government. Nevertheless, doubts are still entertained that little will be done for years to come. The different views, however, emitted on this question will show the Government the real requirements of each port.

Postal Communications.—Postal communications between the Azoff and Little Russia and Europe have been increased from twice to four times a-week. This alteration is of great benefit to the mercantile community. A greater regularity in the arrival of the mails is, however, much to be desired; but, while the roads remain in their present neglected state, this cannot be effected.

Town of Berdiansk.—The long-desired improvement in the streets of this town began last summer. Though paving is far distant, the levelling of the streets, by filling up the hollow parts with hard clay, and covering the whole with sand, has done much in opening up the different thoroughfares, and also conferred a great boon on pedestrians.

The public health has been good at this town during the past year. Although cholera made its appearance at both Kertch and Taganrog, no case presented itself at this port.

All vessels observe quarantine at Kertch before entering the Azoff.

During the great heats in summer cholera was to some extent prevalent in the town, but chiefly amongst children, of whom a great many died.

The successive failure of the crops of this district in the past few years was severely felt last winter by the lower classes, whose sufferings were distressing. Aid societies were set on foot, and many philanthropic designs made by the wealthier portion of the inhabitants to assist the poor, who were destitute not only of clothing and fuel, but even of the first necessities of life. Inexperience in conducting this charitable movement led to the needy not deriving all those benefits which might have been bestowed on them had the funds collected been judiciously laid out.

Berdiansk, January 6, 1866.

MARIOPOL.

Report by Mr. Acting Consul Wagstaff on the Trade of Mariopol for the Year 1865.

Navigation.—The river Calmius, which flows past the town of Mariopol and discharges itself into the sea, became disengaged from ice towards the end of March. There were no casualties last spring amongst the lighters which seek shelter in this river during the winter.

The navigation of the port of Mariopol became practicable only in the first week of April. All the vessels bound to this port were obliged to remain at Berdiansk for ten days, owing to the unsafe navigation from floating ice in the eastern part of the Azoff Sea.

Shipping, British and Foreign.—Last year there was a slight falling off in the number of arrivals of both British and foreign vessels. Although there were 15 arrivals less last season, yet the total tonnage shows an increase over that of 1864. This was owing to the increased number in the arrivals of Russian vessels, all of which exceed 500 tons burthen, while the average tonnage of vessels trading with the Sea of Azoff is 300 tons.

The number and tonnage of British and foreign vessels entered at this port during the past five years are shown in the following Table.

Years.	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861	14	3,868	205	63,256	219	67,124
1862	12	3,304	167	49,307	179	52,611
1863	12	3,388	94	26,707	106	30,095
1864	14	3,852	173	47,704	187	51,556
1865	11	3,144	161	48,550	172	51,694

The port of Mariopol does not enjoy the same privilege as Berdiansk in possessing a ballast-ground. Great inconvenience and loss of time is therefore caused to shipmasters, as the port regulations demand that all ballast shall be brought on shore, yet no means are offered to masters of vessels to assist them in accomplishing this task; and, during bad weather, it is impossible for long boats to discharge the ballast.

Freights.—The rates of freight quoted for Berdiansk are the same as those paid at this port; a slight increase, however, is sometimes offered during the autumn.

Coasting Trade.—The number of vessels engaged in the trade is shown in the following return.

Entered.			Cleared.		
Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
594	35,902	£ 55,840	583	32,740	£ 86,980

The foregoing Table proves the importance of the coasting trade at Mariopol, which has become the principal depôt for the fish taken in the Azoff. The greater portion of the produce of the neighbouring fisheries, as well as of the fisheries on the opposite coast, is conveyed hither for transportation into the interior. The value of the fish trade amounts to two-fifths of the entire imports.

70,136*l.* of the value of exports were in cereals, which were sent to other ports of the Azoff and Black Sea for exportation.

Exports.—Notwithstanding the slight decrease in the value of exports for 1865, trade was well sustained throughout the year. Though the crops in this district failed, and taking this circumstance into consideration, it may be said that greater activity prevailed than in previous years when the crops were fair. Fully three-fourths of the shipments were made from produce which had remained in store at the close of the navigation of 1864, the remaining one-fourth being of this year's crops.

At the present time the deposit of cereals at Mariopol is estimated at 15,000 quarters. Thus business at this port in the coming spring will necessarily be very dull.

The following return shows the quantities and value of the exports from Mariopol during the year 1865.

Articles.					Quantities.
Barley ..	..	..	..	qrs.	981
Hides ..	..	..	..	cwt.	408
Linseed ..	..	..	..	qrs.	25,234
Oats ..	..	..	..	"	3,361
Rapeseed ..	..	..	..	"	24,413
Silk (Cocoons)	..	..	..	lbs.	2,180
Tallow ..	..	..	..	tons	96
Wheat..	..	..	..	qrs.	284,924

Total value of exports, 497,287*l.*

Imports.—The imports at Mariopol have hitherto been very insignificant, owing to the custom-house being of the third class, and is, consequently, prohibited from receiving merchandise direct from abroad. The Minister of Finance has, however, decreed the establishment of a custom-house of the second class at this port from the 1st January, 1866, and it is to be expected that this change will influence to a large degree the commerce of Mariopol.

The navigation and trade at the port of Mariopol for the past five years have been as follows.

Years.			Entered in Ballast.		Cleared with Cargoes.		Exports.
			Vessels.	Tons.	Vessels.	Tons.	
1861	..	..	219	67,124	215	66,157	£ 752,241
1862	..	..	179	52,611	179	52,611	512,339
1863	..	..	106	30,095	106	30,095	321,328
1864	..	..	187	51,556	186	51,298	535,594
1865	..	..	172	51,694	172	51,694	497,287

Agriculture.—Whereas the Berdiansk district yielded average crops, that of Mariopol experienced a complete failure. This was principally owing to the ravages committed by the souslik (*spermophilus citillus*). This animal made its appearance throughout every part of the district, causing heavy losses to agriculturists.

Railways.—Great hopes are entertained by the inhabitants of Mariopol that the railway will be extended from Kharkoff to this port. The many advantages Mariopol possesses over Taganrog are very evident. Vessels can approach the town to within three miles, whereas they are obliged to cast anchor from fifteen to twenty miles from Taganrog to receive their cargoes. Sir Charles Hartley, I hear, has given it as his opinion that Mariopol is far superior to any other of the Azoff ports.

By the reports of the surveyors who were nominated by his Excellency the Governor-General of Bessarabia and New Russia, the road from this place to Kharkoff will cost considerably less than that of Taganrog to Kharkoff. Another question of importance is, that the line from Mariopol will lead through the carboniferous districts of Bachmoot and Alexandrofsky. The mines in the latter belong to Prince Liven.

Remarks.—There are many subjects omitted in this report, which, being common to both Berdiansk and Mariopol, owing to the nearness to each other of the two places, will be found in the report on Berdiansk.

Berdiansk, January 6, 1866.

TAGANROG.

Report by Mr. Consul Carruthers on the Trade of Taganrog for the Year 1865.

A SERIES of unproductive harvests, and the limited stocks of produce remaining over from the preceding year at the Azoff ports, precluded all expectation of an active trade in the earlier months of 1865, whilst the sluggish state of foreign corn markets at that period contributed still further to check operations. Although the Italian ports are dependent principally on Taganrog for their supplies of hard wheat, yet quotations at the Mediterranean markets held out no prospective advantage to shippers, excepting for the finest descriptions, which were exceedingly scarce and, therefore, very difficult to procure. In the United Kingdom prices throughout the summer months ranged from 34s. to 38s. per quarter for average Ghirka wheat; but at these rates, deducting charges, the cheapest inland winter purchases were barely covered, without reckoning interest for cash disbursements. Shipments were made consequently more for the purpose of supplying chartered vessels than with expectations of advantage being derived therefrom. Towards the early part of June the arrival of barks laden with grain and seed from the Governments of Voronege and Saratoff replenished the empty granaries at Rostoff, which, coupled with the promising appearance of the growing crops, caused much discouragement to holders; still, in the absence of enquiry from abroad, business remained languid, and it was not before August that any decided animation in this corn trade became perceptible; about the same time reports began to circulate that the new harvest would render less abundantly than was anticipated, and foreign markets likewise evinced a tendency to move upward. In September an unusual succession of heavy rains set in, preventing a large portion of the crops being properly harvested, and destroying all hope that large early supplies would be brought forward. Shippers were thus thrown back on the grain and seed of the preceding year to provide cargoes for their vessels, a sudden advance in prices took place, and the depôt that had recently been formed was speedily cleared off. New linseed likewise, as well as grain, sustained serious injury from the rains, in some localities even to a greater extent than the corn. Fortunately for exporters, as the autumn advanced, a rise in prices abroad took place sufficient to compensate for the enhanced cost of shipments made under pressure of the untoward circumstances above referred to. Tallow was in good demand throughout the season, and towards the fall of the year foreign quotations became highly remunerative. For Donskoy wools also the enquiry was active and continuous, and the business done generally of a profitable character. Unhappily no increase in the production of these last staple articles of trade is apparent, but, on the contrary, a diminution in the latter observable. Freights for the United Kingdom, in the earlier months of the year, were depressed and did not rise beyond 50s. per ton of tallow or 7s. 9d. per quarter of wheat, until towards the end of May, when they rallied and maintained the advance acquired during the remainder of the season. The exchange in 1865 ranged between 7.45 and 7.60 silver roubles per 1l. sterling, having been free of those violent oscillations so remarkable in the two preceding years.

Having thus submitted an outline of the general features of this export trade for the passed twelve months, I shall proceed to expose more in detail

the variation of prices during that term and the principal causes whereby they have been influenced within the said space of time.

Wheat.—Hard wheat of superior quality and good weight was in request for Italy at the opening of the navigation, and continued in favour throughout the season; the quarterly free-on-board cost per Imperial quarter of the respective kinds is shown as follows :—

			Best.			Inferior.		
			£	s.	d.	£	s.	d.
1st Quarter	..	..	1 15 2	to	1 17 0	1 9 6	to	1 10 0
2nd	„	..	1 15 8		1 19 6	1 10 10		1 12 9
3rd	„	..	1 15 6		2 0 3	1 10 6		1 14 6
4th	„	..	1 18 1		2 6 8	1 11 5		1 14 6

Prices gradually hardened towards the approach of autumn, and in the last three months a marked advance for the better sorts took place. Supplies came forward so sparingly in the first half of the year that, although the demand was slack, at no time was there a sufficient accumulation of stocks in granary to weigh on the market and depress prices; but had the weather proved seasonably fine after the harvest, a redundancy of produce would have flowed in and neutralized to a considerable extent the effects of rising prices abroad.

Ghirka Wheat.—The bulk of this produce, rarely of a superior description, is principally shipped for the United Kingdom. The best kinds, always of limited extent, are usually taken for French account at from 2s. to 4s. per quarter above the current rates of what is called “fair average.” During the first half of 1865, the prevailing low prices abroad rendered beneficial operations impracticable; the holders, however, with true Russian tenacity, continued firm in their demands, and, although the arrival of the barks and the prospects of the approaching harvest seemed to admit no chance of improvement in prices, nothing but severe pressure for funds could induce some of the more needy parties to realize at a decline; more than recovered shortly afterwards by an improved tone of foreign markets, coupled with the un contemplated effect produced by prolonged heavy rains. A glance at the following statement will show the range in prices of Ghirka wheat per Imperial quarter free on board from the spring up to the close of last year.

				Best Ghirka.				Fair Average.										
				£	s.	d.		£	s.	d.		£	s.	d.				
1st Quarter	..	..		1	9	6	to	1	10	6		1	7	9	to	1	8	0
2nd	„	..	:	1	10	11		1	11	10		1	9	1		1	10	0
3rd	„	..	:	1	10	0		1	13	6		1	7	9		1	11	0
4th	„	..	:	1	14	3		1	16	1		1	12	6		1	14	3

Notwithstanding the impediments that stood in the way of an extensive trade in grain last season, the exportation did not fall considerably under the annual aggregate of shipments, a clear proof of the abundant resources of this port in cereals, which might be increased no doubt very largely by the formation of made roads or the establishment of railways, but up to the present time little or nothing has been attempted either by the Government or by the local administration in furtherance of that object; communications by land and by water in these parts are at all times dilatory and difficult, and intercourse between adjacent districts during certain periods of the year altogether interrupted, whilst the heavy cost of transport and loss of time are not only detrimental to agricultural interests but likewise to the trade of the empire.

The exportation of wheat at this port for the last five years has been as follows :—

			Quarters.
1861..	..	..	1,061,705
1862..	..	..	1,058,963
1863..	..	..	1,049,157
1864..	..	..	933,295
1865..	..	..	961,386

Stocks of grain and seed now remaining over in granary at this and the other Azoff ports are insignificant, not exceeding altogether 250,000 quarters—the principal portion whereof is damp; the limited supplies that can be brought forward during the winter will require drying previously to embarkment, and so out of condition is the new grain and seed inland that no contractors will undertake the delivery of dry goods, even for the months of May and June next.

Although the wheat crops last harvest fell short of the expected quantity, and in some districts turned out almost a total failure, as in the neighbourhood of Mariopol, Bachmout, and in a portion of the Ukraine, still, upon the whole, they may be considered as nearly approaching a fair average, diminished in some degree by exposure to the wet weather when unstacked on the fields.

Rye, during the last two years, attracted little notice for exportation, supplies having barely exceeded what was required for home consumption; the last crops, however, rendered very large returns, and some shipments of this produce were made in the autumn for the north of Germany, at a free-on-board cost of from 19s. to 20s. per quarter. It is not improbable that during the current year further calls may be made from the same quarter.

Barley was too scarce and held at too high a price to admit of shipment with advantage until the fall of the year, when the new produce began to appear for sale, and the equivalent of 15s. per quarter free on board were paid, the parity of which price is now demanded for spring delivery. This article is abundant inland, but has suffered in colour from the weather, which will prejudicially affect its value in foreign markets.

Oats were brought down by the barks in abundance, and sold at 2.50 silver roubles per chetwert of six poods, equal to 13s. per quarter on board, whereat the greater portion was disposed of for local consumption; prices have since advanced to the proportionate rate of 15s. per quarter on board, the price at present demanded for onward delivery; the last crops were abundant, and supplies are likely to be plentiful.

Linseed was not in much favour until towards midsummer, when enquiry from abroad became active, and from 45s. to 46s. per quarter on board were paid; the promising appearance of the growing crops caused a temporary reduction of from 1s. to 2s. per quarter, which was, however, speedily overtaken by a reaction in prices, and later in the season from 48s. to 49s. per quarter on board were freely submitted to. The exportation last year was less than for several preceding seasons, and, although the crops of 1865 were good, a considerable portion of the yield was spoilt by the rains; and the quantity forthcoming for shipment up to the next harvest will be under the usual supply, although the very high prices offering of 14 silver roubles per chetwert, 49s. per quarter on board, is an inducement for everything procurable to be offered for sale.

Rapeseed was scantily supplied last season, nor does it appear that much can be collected for shipment during the current year. This article not being regularly cultivated, its spontaneous growth is dependent on certain peculiarities of weather not clearly defined, and is a very irregular production. The cost free-on-board price did not vary from 18s. or 19s. per quarter during the past year.

Wools.—For some years past Merino wool has been little sought for by commercial houses of this place, owing in a great measure to their want of knowledge of the article and of the merits of the various clips. The high value, the skill required in assorting and washing, together with the length of time consumed in preparation for shipment, are likewise serious obstacles; so that, although Merino flocks are numerous in the surrounding districts, purchases are rarely made for exportation hence, unless at times, when in the absence of Moscow dealers, prices become depressed below their proper level. Merino fleeces in full grease of the last clip, sold at from $8\frac{1}{2}$ to $9\frac{1}{2}$ silver roubles per pood, equal to from 1s. 9d. to 1s. 11d. per lb. clean washed on board. The better piles of brook-washed Merinos sold at the equivalent of 1s. 3d. to 1s. 4d. per lb.

Donskoy wool was in good demand the whole of last year, and obtained from 9 to 10 silver roubles per pood clean washed, or $8\frac{1}{2}$ d. to $9\frac{1}{2}$ d. per lb. free on board. Some shipments, both of washed and in full grease, were made for New York direct, the cost on board of the latter being about 4d. per lb. The flocks of native sheep that produce this class of wool are apparently on the decrease, as although the quantity of common or Donskoy wool now consumed for Russian Army clothing is considerably diminished, Government having determined to employ a better description of cloth than formerly for the troops, still the exportation in the face of an active foreign demand shows a gradual falling off in the last three years.

Tallow met with willing buyers throughout 1865. In the spring prices opened at 3.80 silver roubles per pood, or 35l. per ton free on board; they subsequently advanced to 4 silver roubles per pood, 36l. 10s., per ton, whereat the entire stock was cleared off. For new autumn melted tallow, deliverable in October, 4 silver roubles per pood were paid on contract in the first instance, with half cash down, after which prices rapidly advanced to 4.70 silver roubles, or 42l. 10s. per ton on board, being the rate now demanded for spring deliveries. As a considerable portion of last year's production was shipped towards the close of the season, the quantity remaining over for disposal is more restricted than usual. Although this article is at all times current of sale and the prices obtainable remunerative, the annual exportation does not exhibit a perceptible increase. Heretofore the United Kingdom was the principal customer, but latterly considerable purchases have been made for French account, and one half the quantity shipped last year was destined for the southern ports of France.

Butter (Siberian melted) has hitherto formed an important feature of the Turkey trade, but was in little request last season, arising either from that market being overstocked by the large quantities sent there since 1853, the discovery of adulteration practised by an admixture of tallow, or supplies being obtainable elsewhere to better advantage. Although the exportation showed no decrease last year, it is generally understood that heavy losses were sustained, notwithstanding the rouble cost was lower than for many preceding seasons, viz., 8 silver roubles per pood, or about 71s. per cwt. free on board,

Caviar (black pressed salted), at all times an article of considerable interest to the commerce of Turkey and the Levant, was in less active demand than usual. The most approved and best qualities are supplied from the Caspian; that of the Azoff is held in less estimation. Prices ruled steadily from 14 to 15 silver roubles per pood, equal to from 120s. to 128s. per cwt. on board.

Red Caviar is very inferior, and sells at a much lower cost.

None of the other articles of exportation call for especial notice, nor are they of interest to the British trade, as will be seen by the following

Table, showing the aggregate exports at this port in the five preceding years.

Articles.		1861.	1862.	1863.	1864.	1865.
Wheat.. ..	qrs	1,061,705	1,058,963	1,049,157	933,295	961,386
Rye	"	18,209	121,761	29,651	1,554	4,733
Barley	"	19,198	115,161	10,199	5,153	16,218
Oats	"	..	..	..	13,424	13,552
Linseed	"	156,880	269,044	190,658	191,846	146,607
Rapeseed	"	23,884	18,334	17,725	43,755	31,735
Wool	lbs.	4,473,972	9,577,548	7,163,496	6,683,400	5,913,720
Tallow	cwt.	44,826	58,962	66,368	68,820	77,963
Butter	"	18,183	11,822	19,639	34,296	26,410
Caviar	"	10,609	13,526	29,272	14,055	11,903
Hides	"	1,568	..	437	826	862
Flour	sacks	2,838	3,435	6,600	4,500	2,832
Macaroni and Biscuits } ..	cwt.	817	1,854	2,250	1,954	1,928
Salted Beef ..	cwt.	10,495	1,761	..	..	..
Iron	"	2,989	15,333	12,857	11,571	6,380
Tobacco	"	..	..	..	9,642	5,343
Rags	"	..	..	..	3,278	3,531
Total Value	£	2,712,820	3,443,520	2,952,720	2,633,876	2,301,590

Imports during the past year offer nothing worthy of comment. Manufactures and Colonials, in the face of heavy duties, a complicated tariff, and onerous custom-house formalities, make no progress, and continue to figure of very small importance. Tea likewise, which promised to become worthy of notice, shows a decrease on the average importation of the last two preceding years; and agricultural implements, in like manner, present a diminution in value. This last item is, however, less a subject for surprise, if the effects of repeated unproductive harvests be kept in view. Olive oil has, on the other hand, maintained its usual position, and met with a ready sale. Dried fruits have also increased, and been taken freely for inland consumption. notwithstanding supplies have of late years found a passage into Russia by way of the Caspian and Volga, the stream communication on those waters now affording much facility. These last-mentioned fruits are very inferior to those of Turkey, and do not appear to interfere in any sensible degree with their consumption. Greek wines, burthened with the heavy duty of 2·21 silver roubles per vedro, about 9*d.* per gallon, cannot support the impost; and notwithstanding a decreasing importation, are difficult of sale at paying prices. Could the Russian Government be induced to moderate their scale of import duties, and simplify the custom-house regulations, there would be ample latitude for a large addition to the import trade at this place; but under the present restrictive measures it is needless to look for any general expansion of that branch of commerce. It may, however, be expected that some of the shackles by which trade is at present fettered will ere long undergo considerable modification. By the Table submitted underneath it does not appear that any element of mercantile elasticity has become manifest during the preceding five years.

Articles.	1861.	1862.	1863.	1864.	1865.
Dried Fruits .. cwt.	103,478	125,937	122,618	91,502	90,322
Green ditto .. boxes	14,649	19,566	37,877	31,800	26,914
Oil .. cwt.	31,819	39,395	28,327	27,642	35,994
Wine, in casks galls.	360,450	146,132	421,344	378,748	194,178
Ditto, in bottles ..	18,911	37,071	30,813	29,800	29,043
Porter .. bottles	62,083	29,253	59,141	74,000	9,358
Olives .. cwt.	2,982	5,132	4,138	2,803	2,908
Sweetmeats .. "	4,148	4,004	1,755	2,471	2,819
Tea .. lbs.	..	192,600	135,540	60,840	91,839
Coffee .. cwt.	4,916	1,190	2,799	2,475	2,171
Sugar .. "	70	1,102	6,474	..	..
Pepper .. "	932	347	882	771	256
Incense .. "	529	381	427	418	445
Rice .. "	1,084	2,122	2,182	964	1,518
Tobacco .. "	2,635	2,396	3,292	3,976	2,253
Machinery & } value £	10,060	25,000	65,000	55,100	17,200
Implements }					
Scythes .. pieces	25,000	30,000	106,500	2,400	44,137
Total Value £	451,630	532,810	665,220	544,433	414,006

Shipping and Navigation.—The tonnage employed at this port last season shows a falling off on the aggregate, as compared with that of the preceding year, and a marked deficiency in the annual returns since 1856. Greek and Italian flags have, nevertheless, maintained their footing—the former, it may be inferred, from the accession of Ionian ships acquired since 1864. Italian vessels continue in favour for grain cargoes, both shipmasters and ships of that country inspiring much confidence; and the latter being planked throughout, are dunnaged at a comparatively small expense. In the first half of the year low rates of freight deterred British vessels from proceeding into the Azoff, and up to the end of May not more than twelve ships under British colours were entered inwards at this port, the lowest number on record to that date for the last twenty years. Although arrivals became numerous when freights improved, the deficit of the spring months was not overtaken; and a considerable diminution on the average amount of tonnage for the last five years is perceptible. Next to Italian, British shipping is most in request here, and for all cargoes, with the exception of grain, are preferred. Our shipmasters have made of late years considerable progress in the good estimation of merchants. Complaints of dilatory loading, rioting on shore, and an unaccommodating spirit, at one time very prevalent, have now become exceptional. Instances still occur of intoxicating propensities and gross deportment, but they are, I am happy to state, unfrequent; and with still more abstinence from spirituous liquors by masters, the British mercantile marine at this port would soon obtain a pre-eminence. Freights for the United Kingdom, in the earlier months of last year, stood at about 7s. per quarter for wheat, but began to move upward in May. In June, from 8s. 6d. to 9s. were paid, and from 9s. 6d. to 10s. during the remainder of the season. Charters have been made for ships to load at open water this spring at 7s. 6d., and 8s. 6d. for June arrivals.

Had the last crops been well harvested, vessels for early arrival would have been much sought for; but under present circumstances, merchants are apprehensive of not being able to put their produce in shipping condition before the summer months.

The following Table of the movement in shipping here for the last five years, will show the annual amount of tonnage employed in this trade during the said space of time.

Nationality.	1861.		1862.		1863.		1864.		1865.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	143	41,630	204	59,001	138	39,378	166	46,679	130	38,381
Russian	51	12,130	76	15,043	69	13,886	78	14,338	51	12,134
Greek	221	53,093	213	58,021	193	47,659	275	63,699	247	58,673
Ionian	59	13,424	66	13,568	63	15,605	166	48,527	183	49,825
Italian	188	49,546	232	63,887	246	66,607	55	10,819	39	7,606
French	10	2,015	21	4,030	18	3,687	7	2,841	22	7,609
Austrian	33	11,080	59	24,004	32	10,205	..	..	9	4,036
Prussian	8	2,777	22	9,846	12	3,477	..	..	22	5,292
Mecklenburgh	36	7,848	26	6,229	34	7,294	..	..	22	10,373
Swedish and Norwegian	40	12,264	47	14,563	20	6,520	12	3,795	31	1,376
Turkish	50	3,594	55	3,364	44	2,100	27	1,255	..	..
Wallachian and Moldavian	10	1,722	2	500	2	379	..	..	..	..
Samatt	6	1,192	3	376	4	619	3	416	..	..
Servian	5	1,266	3	930	..	..	..	..	..	..
Danish	3	515	2	450	1	131	..	..	..	..
Belgian	..	..	2	802	1	567	2	955	1	602
Dutch	1	98	1	77	..	..	1	155	..	..
Sundries	2	617	8	2,429	2	474	3	857	2	812
Total	866	214,811	1,042	277,120	884	218,538	817	199,265	766	196,719

Coasting Trade.—This branch has exhibited a more lively character than usual during the past season. Independent of provisions, munitions, and anthracite, sent to the ports of Abasia and Mingrelia, a certain quantity of produce has been conveyed to Berdiansk, Kertch, and Odessa, more especially wool and tallow. The steamers running between Taganrog and those ports have likewise found occupation irrespective of passengers. They would prove a powerful auxiliary in promoting the mercantile intercourse were the scale of freights more moderate, and arrangements less imperfect and more to be relied on. The majority of the coasters were, as heretofore, occupied in the conveyance of produce from Rostoff and Taganrog to shipping in this roadstead.

The total tonnage of coasting vessels employed in voyages extending beyond these more immediate waters is estimated at 19,000 tons by sailing vessels, and 24,000 by steam power.

Exchanges.—The violent perturbations so remarkable in 1863 and 1864 were not experienced during the year just terminated, within which period the course varied scarcely more than two per cent. In January last 7.50 silver roubles per 1*l.* sterling was quoted; by the middle of March the rouble value had declined to 7.60 silver roubles. It subsequently advanced to 7.45 silver roubles by the end of August, and has more recently again gone back to 7.60 silver roubles, with rather a downward tendency, which, under the present financial system, is its natural bent. Any temporary expedients, as heretofore resorted to, would only aggravate the evil. It may be hoped that the Minister of Finance, having become convinced of the futility of such measures, will not again have recourse to palliatives, the experiments wherein have been tried at so heavy a cost. The average course of the exchange on London, in 1865, was 7.50 silver roubles per 1*l.*, whereat the sterling value for that year has been estimated.

Banking Establishments.—The only institution here of this nature is the Taganrog Municipal Bank, founded in 1864 for the purpose of receiving deposits on interest, discounting mercantile inland bills, and making cash advances on mortgage. The apportioned capital originally was very limited, but the means of the Bank have been materially increased by deposits for account of minors, sums collected for public undertakings, &c.; and the establishment being conducted on economical commercial principles, is likely to rise into importance. Two distinct trials made here to introduce a Branch Imperial Bank were unsuccessful, the operations being limited by restrictions unsuited to foreign mercantile affairs. Any further attempt for a similar purpose, unless on a different basis, is not probable.

Harbours.—None exist in any of the Azoff ports, nor does it appear that the construction of any such protection for shipping is at present contemplated in these waters, the re-construction of the Mole of this port excepted, a measure determined on years ago, but, owing to various causes, still kept in abeyance. An attempt has latterly been made to have the said undertaking carried out by a Commission of merchants conjointly with a Government engineer, and it is expected that this plan will be eventually adopted.

Lighthouses.—Those on the north banks of the Azoff at Yani-Kalé, Berdiansk, and Bielo Saraïsk, are well known and efficiently attended to during the navigable season; on the south coast no lighthouses have been erected. The shoals and narrow passages leading to the Taganrog roadstead are buoyed and indicated by light vessels; but these signals are usually placed very late in the spring, and removed prematurely in the autumn of the year. The old beacon on the Dolgoi Spit is to be replaced by a new one in the course of this year;

Public works are advantages that can be more readily appreciated prospectively here than speedily carried into execution. Much confidence is entertained that a railway will ere long be laid down either by the Crown, or under Government auspices between Kharkoff and this place, with a view to the general benefit of trade, but more especially for the purpose of utilising to a much wider extent than at present the vast coal and anthracite fields that lie in an almost direct line between those two cities in the vicinity of Bachmout, Lugan, adjacent portions of the Don Cossack territory, and the circuit of the Mious, where abundance of other minerals also are to be found. It is likewise believed that Taganrog will shortly be constituted the capital of a new Government, to comprise within its circumscription Rostoff, Nachivan, and Mariopol, as well as the littorals of the Azoff. This last-mentioned project is not new, having been agitated at St. Petersburg previously to the late year. Although neither one nor the other of these undertakings will probably be carried into execution immediately their accomplishment is apparently merely a question of time. In the interim the re-construction of the Taganrog Mole is to be urged on without further delay. Some progress is already made in macadamising the streets, and new roads are being formed to facilitate communications between the town and loading pier; but what is still more important, the necessary works for clearing away obstacles at the mouths of the Don, and in the lower portion of that river, have been placed entirely under the control of a committee of Taganrog and Rostoff merchants, by whom the operations are being vigorously prosecuted for that object, and for promoting free intercourse by water between those two places, not, however, without meeting with occasional impediments on the part of subordinate authorities, who show symptoms of jealousy, that a work of such magnitude should have devolved to a purely mercantile administration.

No measures are yet in contemplation for providing the inhabitants with that most essential requisite, a supply of good water an undertaking which the Don Cossacks are carrying out, and have nearly completed, at Cherkask. They have likewise established railway communication from their coal-pits to Aksay, on the Don, and constructed a bridge across the river at that point, both of which have been in use since 1863.

The inland routes continue to be utterly neglected in these parts, and although some alteration has latterly been made in postal arrangements, it cannot as yet be affirmed that they are improvements. Agriculture still remains in a very backward state throughout the surrounding districts, although some of the more wealthy landed proprietors appear fully alive to the necessity of introducing an improved system, and have made even a considerable outlay of capital in procuring ploughs, machinery, and implements, for the purpose of replacing manual labour, to economise time, and insure proper tillage of the soil; but there are many difficulties to contend with, such as those proceeding from an unsteady climate, the abolition of ancient customs, and subduing prejudices that have long since taken root. The smaller proprietors generally neither have the means, the knowledge, nor the perseverance required for carrying out improvements not followed by immediate advantages, and unhabituated as they have been to control expenditure within their revenue, even when they had serf labourers to deal with, are now as a class in a very helpless and unenviable position. The agricultural peasantry have in numerous instances displayed much aptitude and resolution under their novel vocations, and are destined at no very distant period, not only to advance in prosperity, but to improve likewise the culture of their land. Unhappily in 1863 and 1864, the harvests were deficient, and, although the crops generally exceeded last year, serious injury thereto was occasioned by the

unusual continuance of wet weather that set in before the harvesting was completed. A few propitious seasons would beneficially affect the rustic population, by encouraging them to look forward with confidence to ample returns for their labour, whereby steady industrious habits would soon become inculcated.

Population.—The city of Taganrog contains as near as may be 25,000 settled inhabitants, the male population being about 17 per cent. in excess of the female. The annual births average about 10 per cent. Deaths three per cent., whereof three-eighths, the aggregate, are infants under five years of age. Statistical data procurable here is still of a very vague character, the authorities not having given attention to that subject until within the last two years, and the committee appointed to investigate the matter does not yet work on any organized principle.

No manufactories exist in these parts to employ any considerable number of hands. The only large establishment of the kind is a Government iron foundry at Lugan, which gives occupation to upwards of 4,000 persons. The foundries at and above Rostoff, on the Don, are by far less extensive. At the other industrial establishment the number of workpeople engaged is proportionately small. Some thousands of the labouring class find work at the wool washeries in the summer months. During winter the fisheries in these waters are a material resource for the inhabitants of this place and those resident on the coasts of the Azoff. The bulk of the population in the surrounding country is agricultural.

Taganrog, January, 1866.



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I T A L Y.

ANCONA.

Report by Mr. Vice-Consul Gaggiotti on the Trade and Commerce of Ancona for the Year 1865.

DURING the year 1865 the commerce of Ancona suffered a great deal in consequence of cholera prevailing, not only here, but through almost the whole of Italy. For the time that the epidemic prevailed, trade was entirely abandoned, and a general panic seized the inhabitants. No exports of any consequence took place, and the imports are almost in comparison with the exports.

British trade is greatly decreased. In 1864 British arrivals were—steamers, 31; sailing ships, 51; whilst in 1865 the arrivals were—steamers, 27; sailing ships, 35: their aggregate tonnage being, in 1864 38,332 tons, and in 1865, 34,196 tons, showing a decrease of 4 steamers, 16 sailing ships, and 4,136 tons.

In the years 1862, 1863, and 1864, British trade was more flourishing on account of Government having contracted for a supply of coal. The contract being now finished, trade has again lapsed into its old dormant state. Occasional cargoes of coal, and, towards the end of the year, a few of North American fish, constitute the whole of the direct British trade with this port. Indirect trade is carried on by steamers only, touching here on an average twice a-month.

The dredging is carried on by one dredge only. The new Arsenal for the accommodation of troops is finished, and now occupied. The Lazaretto, which served before for barracks, this year has been used for quarantine arrivals; but on account of its proximity to the town is considered very unsuitable.

No ships have been built during the year. Upon the Government slip a gunboat has been lengthened, and her machinery altered. The wine-crop exceeded all expectations, as the scarcity of water during the summer caused fears to be had for the safety of the grape. Silk has been tolerable—certainly not equal to other years. The works for the introduction of pipe water have not yet commenced.

Discount during the year has been from 24·90 to 25·40 francs per pound sterling.

Ancona, January 31, 1866.

MECKLENBURGH-SCHWERIN.

ROSTOCK.

Report by Mr. Vice-Consul Schultze on the Trade of Rostock for the Year 1865.

I HAVE the honour to offer in the following some observations relating to the trade and general situation of this country during the past year.

As to trade, we have to look with satisfaction upon the result of the year 1865. There have been no political disturbances to alarm and oppress mercantile enterprise; and the crisis which at several periods threatened to break out on the leading money markets, was, in the right time, checked by a prudent elevation of the discount in due time, before too much paper or fictitious money in shape of long-sighted bills pressed upon the markets. Overtrading was thereby stopped, and running engagements could be dissolved without heavy shakes and failures. But there is another circumstance which has brought on a great adversity for this country, and that is the weather. The year has been extremely dry. From the 1st of April, during three months scarcely a drop of rain has fallen, nevertheless the fields looked still promising at the end of June; but July, August, and September were likewise extremely dry and hot, and the effect was that the crop proved very scarce in fodder and straw, and the yield in corn was also only three-fourths of an average crop. This, for an agricultural country like Mecklenburgh, is a great calamity. The farmer's credit is shaken, and the whole country is under privation, if that sole industry, agriculture, is not well thriving. Besides, the country is, as before, somewhat under misgovernment. The farmers on the Diet have the legislature in their hands, and mind only their own interest. They hold the working-classes in the country under a great dependency, ignorance, and obligation to work, so that these classes are not much better off than they were some fifty years ago, when they were still under bond-service,—a sort of mild slavery. Free settlement in their own country is not allowed, neither is free choice of profession and labour. Emigration is therefore every year increasing, and want of hands is already severely felt by the agriculturists and even in the towns. Still the Diet cannot come to the resolution to alter these very vexatious and oppressive laws. The Government has the best intentions, but, with the Diet, a reform, or only a step forward, is not possible.

General industry and division of labour are fully impracticable, and almost unknown in the country. The new customs duties afford no protection, and are only a fiscal measure, and the country remains excluded from the interior of Germany by the Prussian customs. An extension of commerce is therefore impossible, and both commerce and industry lie miserably down. What wonder that the lower classes, hindered and vexed in all directions, not knowing how to gain their livelihood otherwise than by submitting to socage service, prefer to emigrate to North America over Hamburgh and Bremen!

The railroads may, perhaps, be designed to bring on a change for the better, and, before long cause a revolution in notions and principles, to clear old prejudices and usage, as they have already been the cause of the old customs duties having fallen. New railroad projects are proposed in all directions. The roads from Brandenburg to Stettin, and from Lubeck to Keenien, are, however, for the present alone in the way of construction. These roads will, in the shortest line, combine Hamburgh

with Stettin, and, further on, with Dantzic and Petersburg. But several other railroads,—for instance, from Stralsund to Rostock, and from Stralsund to Berlin, which would have to pass through Strelitz, and then from Schwerin to Buchen, and from Pardim to Grabow, and from Pardim to Gustrow,—are proposed, and find protection and support. If all these projects come to perfection, Mecklenburgh will be one of the most preferred countries in respect of railroads, in spite of the very narrow limits of its commerce and the restrained intercourse within its own boundaries. It cannot fail that, ere long, so many railroads must gain great influence for the civilisation and progress of the country.

Shipping and navigation have been lively and well supported during the past year, and the motion of vessels in the port of Rostock shows a little increase.

In the port of Rostock have arrived, in 1865, 614 vessels, against 520 in the year 1864; and departed, 596 in 1865, against 532 in 1864. According to their nationality there departed, in 1865,—

Nationality.	Number of Vessels.	Tonnage.
		Lasts.
British	25	1,714
Danish	31	1,148
Dutch	34	1,339
French	5	252
Hanoverian	45	1,022
Hans Towns	4	372
Mecklenburgh and Rostock ..	186	16,622
Norwegian	32	951
Prussian	52	1,662
Russian	4	210
Swedish	76	3,170
Schleswig Holstein	102	2,554
Total	596	31,016

or 3,065 tons, with 188 men, of which vessels, 19 departed laden and 6 in ballast.

Of these vessels, 291, with 18,671 lasts—therefore more than one half—left in ballast.

Ship-building is continued with unabating vigour. Many find their livelihood thereby, and it remains a refuge for those who have a free choice of profession in a country where no other industry can prosper according to its very peculiar institutions. Besides, the losses at sea have not been considerable either in Rostock or in Wismar, and freights have been remunerating, so that ship-owning last year has given a satisfactory result.

Vessels belonging to Rostock at the end of 1864	372
Deduct 7 lost and 2 sold	9
	363
Newly built	14
Total number of Vessels at the end of 1865	377

357 thereof are measured to 45,893 lasts, or 137,679 tons, and 20 are not yet measured.

Vessels belongiag to Wismar at the end of 1864	..	..	47
Deduct 1 lost and 1 sold	..	..	2
			45
Three newly built and 1 purchased	..	..	4
Total number of Vessels at the end of 1865	..	..	49

measured to 5,442 lasts, or 16,326 tons.

Thus the mercantile fleet of Mecklenburgh has last year augmented from 419 to 426 vessels, and their burden from 50,580 to 51,335 lasts, or from 151,740 to 154,005 tons. Trade and commerce have had the usual extension.

The export trade of corn had the advantage of a rising market in England during the last quarter, which contributed materially to a good end of the business. The wheat was sold to England, mostly at 48s. to 50s. per quarter free on board, and turned well to account for the speculators. There were still considerable stocks from the year before, so that the deficient crop had no perceptible influence on the quantities of corn exported.

The quantities of corn exported from Rostock by sea, in 1865 were as follows:—

	Lasts.	schffs.		Quarters.
Wheat	9,141	95½	=	118,846
Rye	1,905	19½		24,767
Barley	0	12		1
Oats	11	77		164
Peas	83	10		1,080
Tares	3	00		29
Beans	1	36		16
Malt	160	61		2,088
Rapeseed.. ..	71	80		932
Total	11,379	7		147,923

and flour, 1,956 tonnen, or 163 lasts.

On the whole, 200 lasts were exported more than in 1864, in 226 vessels, of which 19 were of the British flag, and the others of different (mostly Mecklenburgh) nationality.

The wool exported from the whole country amounts to about 60,000 stones, of 22 lbs. English, and the value of the butter exported amounts to about 2,000,000 dollars; but both wool and butter are not exported by sea, but go to Hamburg and Berlin by the railroad.

The export trade by sea is chiefly directed to England, and was done in 140 vessels, viz., 133 with wheat, 2 with rape cakes, 1 with cattle bones, and 1 with old iron. The rye, malt, and rapeseed were sent to Norway, Holland, and Belgium, or the Hans Towns.

The import trade by sea was done in 614 vessels, of which 70 were in ballast. From England arrived 190 vessels, of which 25 were British; 151 were laden with coals, 15 with colonial goods, 5 with salt, 6 with iron, 6 with ballast, 2 with stoneware, 1 with cement, 2 with bricks, and 2 with slates.

Whatever else is imported by sea consists of some provisions from Schleswig-Holstein, as butter, cheese, &c., and timber from Sweden. Manufactures come over Hamburg and from the interior of Germany.

Rostock, January 26, 1866.

PORTUGAL.

CAPE DE VERDE ISLANDS.

Report by Mr. Consul Miller on the Trade, Navigation, &c., of the Cape de Verde Islands for the Year 1865.

Shipping.—As shown by the following Table, there was a considerable increase in the amount of British tonnage entered at this port during last year, as compared with 1864.

			Year.	Vessels.	Tonnage.
British ..	{		1864	114	89,647
			1865	166	138,101
Foreign ..	{		1864	113	69,058
			1865	93	62,950

Trade and Commerce.—The quantity of coal imported last year is rather less than in 1864. The crop of coffee at the Island of St. Antonio was an average one; and the whole produce, which is estimated at about 270 tons weight, was exported to Lisbon, that being, at present, the only market for the coffee produced in these islands.

Salt.—Latterly there has been a good demand for this article. The price at present at the Island of Sal is from 9s. to 10s. per ton free alongside.

Hides and Goat-skins.—In consequence of the great drought which prevailed in 1863 and 1864, nearly all the cattle perished, and the trade in these is almost extinct, and many years must elapse before it can attain its former footing.

Pulga Oil Seed.—The crop has been abundant at the Island of St. Jago, but, from the great reduction in the number of the population in consequence of the terrible famine which has prevailed, it is believed that a great portion of the crop will be lost for want of hands to collect it. The price is at present 23 dollars (about 5*l.*) per 68 bushels English.

A branch of the National Colonial Bank of Portugal (Banco Nacional e Ultramarino) has been established at St. Jago, and has commenced operations.

The present crop of Indian corn and beans in the different islands is supposed to be (with the exception of the Island of Fogo) sufficient for the consumption of the inhabitants for the current year, but there will be no surplus for exportation.

Orchilla weed is not collected in such quantities as it was formerly, in consequence of the depreciation in its value in the European markets.

St. Vincent, January 11, 1866.

SPAIN.

ALICANTE.

Report by Mr. Consul Barrie on the Trade of Alicante for the Year 1865.

DURING the past year the trade at this port has diminished considerably, which may be attributed to the commercial crisis under which the country has been labouring for many months, and also to the fact that Alicante has ceased to be the only port of importation of goods for the centre of Spain since the opening of other railways to Madrid, and especially since the Spanish Government abolished, in August last, the differential duties on all articles introduced by land,—a measure which has secured the conveyance from France of the more valuable goods to the capital by the Bayonne line.

The following are the statistics of the shipping trade compared with the year 1864.

		Ships.	Tons.	Value of Imports.	Value of Exports.
				£	£
British	.. { 1864	163	36,199	261,830	103,256
	.. { 1865	107	18,915	62,144	61,107
Spanish	.. { 1864	558	142,094	} unknown	unknown
	.. { 1865	464	123,142		
Other Nations	{ 1864	348	68,929	529,722	104,632
	{ 1865	225	49,563	199,717	89,184

The chief articles of importation in foreign vessels continue to be coal and railway material, in order to avoid the differential duties levied on foreign flags on all other articles; and of exportation, Esparto grass, nearly 9,000 tons of which have been shipped at this port.

The duties collected at the custom-house show a proportionate decrease, having been 132,556*l.* in 1864, and 105,456*l.* in 1865. Those corresponding to railway material and fuel, which, however, are not exacted, were, in 1864, 423,094*l.*, and, in 1865, 194,793*l.*

The dredging of the harbour, extension of the mole, and formation of a counter-mole, have been steadily carried on during the past year. Vessels drawing 16 feet can discharge at the mole, within a few yards of the railway waggons. Those drawing more have to be lightened outside.

VALENCIA.

At this port the imports, in 117 British vessels, have been 75,477*l.*, and exports 68,202*l.*, in 1865, whilst the averages of the previous five years were 134 vessels, imports 128,407*l.*, and exports 56,369*l.*

The exportation of oranges, principally to Great Britain, which only commenced a few years ago, has increased from 6,000 cases in 1856 to 230,000 in 1865; and during last year 54 British steamers, aggregating 25,784 tons, were engaged in that traffic.

The construction of the harbour is near its termination, and will be capable of affording shelter to vessels drawing 17 feet of water. The railway from Valencia to Tarrogon, and thence to Barcelona, is finished, with only one break, viz., the bridge over the Ebro; and this line, with that to Almansa, which joins the Alicante and Madrid road, are paying better than most other Spanish railways.

During the months of August, September, and October, the city of

Valencia, and many of the neighbouring villages, suffered very severely from Asiatic cholera, which has naturally tended to the depression of commerce.

Two English companies have undertaken the drainage of some lands in the provinces of Valencia and Castellon; and such undertakings, if conducted with a proper knowledge of the country, and with the greatest caution respecting title-deeds and other legal requisites, are likely to be very profitable, owing to the high value of the land.

DENIA AND JABEA.

These ports are only authorized for exportation, but are allowed to import timber and fuel for a saw-mill used in the making of raisin-boxes. During the last year the imports amounted to 3,958*l.*, and the exports to 243,498*l.*, consisting almost entirely of raisins. The crop was considered short; but, owing to the increased plantation of vines, the yield amounted to about 10,000 tons, all of which went to Great Britain, with the exception of 500 tons; and in this traffic 47 British vessels, 24 Spanish, and 5 of other nations were engaged, most of them being steamers averaging 500 tons register.

BENICARLO.

This is a port of exportation only. During the past year 4 English and 17 foreign vessels loaded wine for the north of Europe to the value of 15,660*l.*

TORREVIEJA.

This port is limited to the exportation of salt from an adjoining lake, monopolized by the Spanish Government, and of agricultural produce to Algeria. During last year the exportation of salt in foreign vessels was as follows:—

Nationality.	Number of Vessels.	Tonnage.	Value of Cargoes.
			£
British.. ..	2	428	190
Norwegian	27	13,546	6,773
Prussian	52	35,189	17,594
Swedish	33	16,381	8,390
Russian	22	11,780	5,895
Mecklenburgh	11	4,539	2,269
Danish.. ..	1	349	170
Dutch	2	457	228
Belgian	1	280	140
	151	82,949	41,649
Spanish (salt, wine, and agricultural produce)	204	6,418	54,655

Alicante, January 31, 1866.

PORTO RICO.

Report by Mr. Consul Cowper on the Trade of Porto Rico for the Year 1865.

THE most important measure adopted by the Government during the past year affecting shipping and navigation was the closing of the ports of Arecibo, Naguabo, and Aguadilla as ports of imports. Although the seven departments into which the island is divided still exist for political purposes, fiscally these are reduced to four, the capitals of which are the only ports of entry for the future, viz., St. Juan, Mayaguez, Ponce, and Arroyo. The suppression of three custom-houses and the whole of the employés is an economical measure dictated by the pecuniary exigencies of the Spanish Government, but I strongly question its propriety, considering the difficulties of internal communication. It is unquestionably a great grievance to foreign shipping, and, I may add, to foreign merchants, as the additional expense of transport from the privileged to the suppressed ports will greatly enhance the prices of their goods. The measure will fall with particular hardship upon British subjects who trade to Naguabo, the chief port of the department of Humacao, where all the Muscovado sugar is grown, one half of which, or 10,000,000 lbs. weight, goes direct to Great Britain.

Merchants and shipowners would do well to bear in mind that the only ports left for both imports and exports are St. Juan, Mayaguez, Ponce, and Arroyo; and for exports only, Arecibo, Aguadilla, Cabo Royo, Guayanilla, Sulinas, Humacao, Fagardo, Naguabo, and Viéques.

The number of ships from foreign voyages were, in 1861, 1,073, of which 263 were American, and 206 English; but in 1864, the last year of the civil war, although the gross numbers had remained almost stationary, the British ships numbered 279, and the Americans only 159; but this last excess of British over American was fictitious, and consequent upon the exchange of flag during the war, which, being now terminated, I have no doubt when the Shipping Returns for 1865 are made up, that the numbers will be reversed, or at least equalized.

Spanish ships still retain the privilege of a protective abatement of import duties to the extent of 6 per cent.; consequently a large proportion of British imports arrive in Spanish bottoms.

Trade and Commerce.—The island was less affected by the American civil war than might have been expected. Indeed, although more than the usual amount of discontent was heard amongst the merchants during its continuance, and some heavy failures occurred at the commencement of the year, the following Table will show a very extraordinary increase in the value of imports, accompanied, however, by a decrease in that of the exports.

Years.			Imports.	Exports.	Total.
			£	£	£
1861	..	..	1,735,362	1,212,688	2,948,050
1862	..	..	1,839,821	1,158,792	2,998,613
1863	..	..	2,170,682	1,131,708	3,302,336
1864	..	..	2,075,965	993,076	3,069,041
1865	(about)	..	2,230,119	1,026,413	3,256,532

It will thus appear that the total value of commerce has steadily

increased, and that, although the value of the imports has increased, that of the exports has decreased. But this must not be altogether attributed to an increase or decrease in quantity, but to the deterioration of the value of produce, and the enhancement of that of all manufactured goods, consequent upon the American war. Still the production itself was affected, for, in 1864, only 110,000,000 lbs. of sugar were exported, against 157,000,000 in 1865; and only 166,398 lbs. of cotton in 1861, against 2,229,766 lbs. in 1865. Since the termination of the war, produce has increased in value, and such high prices have been paid for sugar by the Americans, that no foreigners have been able to compete with them. The following Table will show the amount of produce exported during the last five years:—

Articles.	1861.	1862.	1863.	1864.	1865.
Sugar .. lbs.	145,993,816	150,584,628	146,467,263	110,425,025	157,332,185
Molasses galls.	4,616,108	4,987,252	4,972,645	3,732,076	5,554,037
Coffee .. lbs.	14,440,950	13,861,586	20,980,475	14,993,831	23,724,624
Tobacco.. „	9,394,845	8,591,720	6,024,593	4,698,729	5,559,569
Hides .. „	279,927	396,246	627,681	569,665	722,838
Cotton .. „	166,398	123,861	325,810	1,583,187	2,229,766
Rum .. quarts	399,066	1,092,024	363,305	32,055	191,887

The proportions of sugar exported from each of the four divisions of the island were, 30,000,000 lbs. from St. Juan, 37,000,000 from Mayaguez, 40,000,000 from Ponce, 44,000,000 from Naguabo and Arroyo, and 6,000,000 from Viéques. The finest qualities are produced in the three first divisions, and the Muscovado in the last. The Americans take the greater portion of the former, and the British of the latter.

Coffee is almost entirely produced in the western division, around Mayaguez and Aguadilla. The greater portion is purchased for Spain and Cuba; the remainder, in about equal proportions, for Great Britain, Italy, and Germany, but very little for the United States. It is of very superior quality.

Tobacco is produced in the northern division of the island, chiefly betwixt Arecibo and Aguadilla, and is almost entirely exported to Germany.

Cotton is produced in the northern, western, and southern divisions of the island, and is exported in about equal parts to Great Britain and the United States.

The prices of staple produce, at the commencement of the year, immediately before the termination of the American war and after it, during the latter part of 1865, were as follows:—

Articles.	Before the Termination.	After it.
	\$ cts.	\$ cts.
Sugar per cwt.	3 75	5 76
Coffee „	12 00	13 00
Tobacco „	5 50	6 25
Cotton per lb.	0 28	0 33
Molasses per gall.	0 12	0 25
Hides (dry) .. per lb.	0 10	0 11½
Rum per 100 galls.	26 00	32 00

There has been a very considerable export of specie during the past year, estimated at 2,500,000 dollars, although it is difficult to fix the exact amount, as the export is contraband. Whether from this direct

cause, or the indirect effects of the American war, the rate of exchange, which had previously varied from 4·80 to 5 dollars the *l.* sterling, rose considerably, the monthly rate for 1865 being—

				\$	cts.					\$	cts.
January ..	..	..	..	5	10	July ..	..	..	..	5	10
February ..	..	..	..	5	10	August ..	..	..	..	5	20
March ..	..	..	..	5	02½	September ..	..	..	..	5	20
April ..	..	..	..	5	05	October ..	..	..	..	5	10
May ..	..	..	..	5	10	November ..	..	..	..	5	10
June ..	..	..	..	5	10	December ..	..	..	..	5	10

The termination of the American war will no doubt restore commerce to its old channels, and scarcely leave a trace here of its having existed, excepting in the increased production of cotton.

There are two things to which I would strongly direct the attention of our countrymen, viz., the establishment of an English mercantile house and that of a bank of issue and discount; for it is incredible that, with such commerce as I have described, neither the one nor the other exists in the whole island. Consequently, the planters and traders are at the mercy of usurers, and British interests are badly represented by foreigners.

Agriculture.—The principal agricultural produce of the island consists of sugar, coffee, tobacco, cotton, fruit, vegetables, &c. Its fertility and powers of production are very great, for it is fourteen times less in extent than Cuba, and produces one-third as much. With its unfortunate neighbour St. Domingo it would be idle to compare it; but it produces about three times as much as Jamaica, which is half as large again.

The estates are generally in good condition, although the proprietors are usually deeply involved, protecting themselves under the “Laws of the Indies” from seizure or arrest, and living from year to year by anticipating the value of their coming crops. All the productions of Porto Rico are of the first quality, and fetch the highest prices in foreign markets. The south side of the island is the most fertile, but it is only in degree of perfection.

One physical phenomenon is remarkable, viz., the extreme poverty of its flora and fauna. The absence of flowers, birds, and wild animals at once strikes the visitor, especially one who may have had experience of other tropical countries. The domestic animals, however, abound, and the cattle are the finest in the West Indies.

The Island of Viéques, or “Crab Island,” to which Her Majesty’s Government lately ceded the sovereignty to Spain, is well worthy the attention of our merchants. The soil and character of the country are identical with those of Porto Rico, and it is fast rising in commercial importance, already exporting nearly 5,000 tons of sugar, with prospects of rapid increase.

Population and Industries.—The population of the island is sufficiently dense, the proportion of negroes sufficiently small, and the laws against idleness sufficiently severe, to prevent the want of labour, so much complained of elsewhere, from being felt here. The population, of 600,000, is composed as follows:—

Pure Whites ..	..	..	..	..	310,430
Coloured { Free	251,015	..	..	..	292,751
{ Slaves	41,736	..	..	..	
603,181					

It will be observed that the number of slaves is very small; but the law, without reference to colour, obliges everyone in the position of a

journeyman or labourer to present to the Alcalde of his district, on the 1st of each month, his libretto or journal for the preceding month, containing certificates from his employers of the number of days that he has worked ; and for each day that he fails to do so, or presents a medical certificate in lieu, he is condemned to work upon the roads at 6*d.* a-day. The system may not be theoretically so pleasing as that existing in Jamaica, but the results are, upon the one side, peace, plenty, civilisation, and a commerce of upwards of 3,000,000*l.*, and 300,000 white inhabitants living in security ; upon the other, war, penury, barbarism, a diminishing commerce, and 5,000 whites living in daily risk. The cause of this is, that if the negro is left so entirely without control as he appears to have been in Jamaica, he will not work, and a high state of cultivation cannot be maintained ; and the result is what Hayti is and Jamaica will be. Whereas if an extent of pressure sufficient to make him work is brought to bear upon him, results such as exist here are produced, although six-sevenths of the coloured people are free. The industry of the island is entirely agricultural, there being neither mines nor factories.

Public Works.—Strong efforts have been made, through my exertions, to introduce railways into the island, and the surveys of two have been concluded by English engineers, the one from the capital to Arecibo, and the other from Ponce to Guayama ; but, through the increasing financial difficulties of the Spanish Government, I should much doubt if it will be able to guarantee a fixed interest, and, if it did, whether the money could be obtained in Europe.

A scheme of irrigation in the district of Guayama has been, I hear, negotiated by some Englishmen. 150,000*l.* are to be raised, at 8 per cent. interest, upon the guarantee of the planters whose estates are to be benefited, the capital to be repaid in fourteen years. But if this be really the security, I should consider it very precarious. The Government is desirous to have water brought into the city, and to have the harbour cleared ; but the funds which they once possessed have been swallowed up at St. Domingo, and no more can at present be obtained.

Porto Rico, January 5, 1866.

T U R K E Y.

DAMASCUS.

Report by Mr. Consul Rogers on the Trade of Damascus for the Year 1865.

THE internal prosperity of this pashalik has been much diminished during the past year by an accumulated succession of terrible misfortunes. Worms and blight injured the ripening crops of wheat and barley, which in their early growth had promised a more than usually plentiful yield. Locusts devoured the green summer crops, such as millet, maize, cotton, sesame, and hemp, and plants of the melon and gourd species. Cholera decimated some districts, and caused a general panic throughout the country. The majority of the inhabitants fled from place to place, consuming in forced indolence their small savings, and the proceeds of furniture and kitchen utensils which they had sold at an immense sacrifice to defray the expenses of their journeyings. The cattle plague has left hundreds of villages without the means of ploughing, and few villages have more than half their oxen left. The harvest has been very far below the average; and with the scanty prospects of seed-sowing being carried on to its usual extent, wheat and barley have lately risen to famine prices, having doubled within the last month. Added to which the Government is introducing increased taxation, and no one is willing to purchase real property, not knowing to what extent it may be taxed next year.

The road between Beyrout and Damascus is a great advantage, and is certainly a success. The Company of course suffered some loss during the cessation of operations whilst cholera raged. They have several projects on hand and in view, which, if successful, will contribute greatly to the profits of the shareholders, as well as being of benefit to this country at large. A locomotive engine is being constructed in England for trial on the road, by which it is hoped that horse traction will be dispensed with entirely.

Direct communication with Bagdad (which has been suspended ever since the entire pillage of a caravan some years ago, alluded to in my previous reports) is being gradually revived; and it is my intention to see some of the Bedouin chiefs, in company with some of my colleagues and the manager of the Road Company, in the hope of convincing them of the mutual advantages to be derived from keeping open the road between this city and Bagdad.

At present all the merchandise from Bagdad, destined for Damascus, has to perform a journey of great risk, and lasting three or four months, by way of Mosul, Diarbekir, Aleppo, and Alexandretta, thence by sea to Beyrout, and by road to Damascus, or in some cases by road from Aleppo to Damascus, through Hamah and Homs; whereas, under most unfavourable circumstances in bad weather, the journey direct need never exceed forty days, and in fine weather it can be performed in twenty days. The advantages to be derived from this scheme are enormous, and will, if successful, be participated in by native merchants, the Road Company, by foreign merchants in general, and by English merchants in particular. Some years ago I spoke to some of the directors of the Road Company on this subject, as a means of insuring very considerable advantages to them, but it is only now that the scheme is being put into a tangible form. One caravan has arrived here and returned to Bagdad, though rather diffi-

dently; but I hope that by our united moral influences we shall be able to render the desert route as safe, under ordinary circumstances, as the roads between the towns and villages of Syria and Palestine.

Internal Trade.—From Anatolia 220,000 sheep were brought to Damascus during the past year: of them about 80,000 were consumed in this city and in the immediate vicinity, and the rest were sent to other parts of Syria or exported to Egypt. About 700 horses were brought here and sold for Egypt. From Bagdad about 4,000 small carpets (sejádéh), 10,000 large ditto (basât), 40,000 cloaks ('abaih), and 2,200 kantars of tumbac; but almost all the merchants lost money on their transactions with Bagdad, as, owing to the length of the journey, the articles purchased at a certain rate there had fallen 20 or 30 per cent. before their arrival at their destination. Tumbac is the only article on which a steady profit has been made, because it is not subject to so much fluctuation in the market.

From the various parts of this pashalik the following articles were received. A small proportion of each was retained for internal consumption, and the rest exported:—Wool, 2,000 kantars; madder-roots, 1,000; cotton, 3,000; kernels, 100; rags, 500; dried apricots, 500; and karmardin, 7,000.

The native manufactures did not amount to more than one-fourth of the aggregate of 1864.

The value of the imported goods from Europe is estimated at about half of that of 1864, and yet there is an increase in the variety of articles imported, such as petroleum and lamps, and other new inventions; and many little shops have been recently opened here for the sale of such things.

Of exports no correct statistics can be obtained at this inland city.

Damascus, January 15, 1866.

EPIRUS.

Report by Mr. Consul Stuart on the Trade of Epirus for the Year 1865.

A GENERAL view of the trade of Epirus for 1865 presents results which, everything considered, must be regarded as satisfactory for the present and encouraging for the future. My commercial reports for 1864 had to describe the trade of the country depressed by a combination of adverse influences, not the least of which was the sudden extinction of one of its best markets. This, at the time, was viewed with serious apprehension, as being likely to inflict permanent injury on the interests of the country. But though its effects are still partially felt in certain localities, the general trade of the province may be said to have fully recovered itself, and the temporary stagnation of 1864 has been followed by a fresh impulse proceeding from newly opened markets, and from enlarged dealings with some of the old. These remarks derive confirmation from the following trade returns for the last five years :—

	1861.	1862.	1863.	1864.	1865.
	£	£	£	£	£
Imports	193,404	216,583	253,670	137,650	197,360
Exports	160,226	193,461	115,870	97,380	153,730
Total ..	353,630	410,044	369,540	235,030	351,090

The complete account for 1865 is—

Imports—				£	£
Foreign	..	..	..	..	197,360
Frontier	..	..	..	..	15,000
Specie	..	..	..	..	19,470
					231,830
Exports—					
Foreign	..	..	..	..	153,730
Frontier	..	..	..	..	20,000
Specie	..	..	..	..	46,390
					220,120
Total ..				..	£451,950

which represents a movement of capital nearly equal to the average of preceding favourable years. Subjoined are the chief details of the foreign imports and exports.

IMPORTS.			EXPORTS.		
		£			£
Cotton textures		29,560	Live stock		23,780
Woollen and other ditto ..		37,354	Olive oil		18,200
Spirits		13,470	Olives		5,000
Wines		6,820	Wool		21,660
Sugar		15,745	Raw hides		14,720
Coffee		11,615	Grain		13,160
Cereals		6,230	Butter and cheese ..		6,240
Flour		3,730	Valonea		5,380
Rice		7,850	Cocoons and eggs ..		5,293
Tanned hides		12,187	Leeches		2,736
Iron, bar		6,530	Salt-fish and botarghi ..		4,320
„ manufactured		2,170	Pitch		1,350
Lead		2,345	Timber and firewood ..		4,146
Soap		4,273	Albanian capes		2,300
Planks		3,461	Citrons and other fruit ..		4,713
Glass and crockery		4,782	Sundries		19,732
Sundries		29,238			
		197,360			153,730

The annexed Table shows the shipping engaged in the trade:—

			Entered.			Cleared.		
			No.	Tons.	Crews.	No.	Tons.	Crews.
British						4	640	28
Greek			854	13,830	3,210	831	13,506	3,120
Turkish			207	6,340	1,262	209	6,410	1,270
Austrian			38	2,374	176	38	2,374	175
„ steamers			52	10,138	1,342	52	10,138	1,342
Italian			47	3,860	230	45	3,650	218
			1,198	36,542	6,220	1,179	36,718	6,153

Of the above imports about two-thirds came from England by way of Trieste and Corfu, and they are paid for chiefly in cash; valonea to the value of about 4,500*l.*, and wool to the value of 6,000*l.*, being the only productions of this country received in return.

Last year there was an abundant return of the staple productions of the country, namely, sheep, cereals, and olives. In 1863 the sheep were attacked by a murrain which carried off nearly half of them; but propitious lambing seasons in 1864 and 1865 restored the flocks to their average numbers, and the dry weather and good pasturage of last year fully re-established their health; hence the yields of butter, cheese, and wool were abundant and of good quality. The clip of wool gave 1,375,000 okes, equal to 3,781,250 pounds, of which about two-thirds were retained in the country for home manufactures, the remainder, say 1,300,000 pounds, was exported, 1,000,000 pounds to Trieste, and 300,000 pounds, picked quality, to England. Price to the sheep-owner 4*d.* a pound.

Formerly most of the butter and cheese that could be spared from home consumption used to find a ready sale in the Ionian Islands. Last year but a very limited quantity of either was sent to those markets, the bulk of what was for exportation was taken up for the Italian trade. This allusion to Italy leads me to observe that since

the change in the condition of the Ionian States, a new trade, for so I may call it, has sprung up between Epirus and that country. The exportations to Italy in previous years were limited to hare skins, leeches, capotes, and silkmoth eggs; now they comprise horned cattle, sheep, goats, cheese, butter, beeswax—everything, in fact, that the country can supply. All these exportations are paid for in cash. Avlona and Brindisi are, for the present, the points of communication between the two countries. But as the Italian demands are constantly increasing, it may fairly be hoped that this stirring trade will gradually extend down the coast to Prevesa, replacing the collapsed trade with the Ionian Islands. The Italian Government, awake to the importance of this increasing commerce, has lately established a consulate at Avlona to stimulate its development.

The Indian corn crop in this country is divided into three classes, named respectively “xerica” (dry land), “potistica” (irrigated land), and “varca” (flooded land) from the position of the lands in respect to water supply. The first depends on rain, the second on artificial watercourses, and the third on the overflowing of rivers. In seasonable years there is little or no difference in the value or quality of the several crops, the conditions of soil being the same; but potistica lands are most in request, because the crop is less liable to failure, and is ready for cutting a month or six weeks earlier than the others. A good average yield of all three kinds may be set down at 2,000,000 kilos, or 240,000 quarters. Last year the yield was above the average, and as there was a considerable quantity in store from the preceding year, the exportation of it to Trieste was proportionately increased. Of the other cereals, namely, rye, barley, wheat, oats, and rice, there were fair average crops. The wheat raised here is about equal to the local consumption; but the wheat grounds are unequally distributed, so that while there is a surplus in the coast districts, there is a deficiency in the interior, to supply which, as the coast surplus is exported to foreign markets, there is every year a considerable importation of flour from Thessaly. It is conveyed from Trikhala to Janina at 50 piastres (9s.) the load of 80 okes (2 cwt.) weight. The quantity thus imported varies with the year. Last year it amounted to 9,000 loads. For those who prefer white bread, supplies of fine flour are procured from Trieste.

Valonea.—From last season’s gathering was obtained the fair average of 500,000 okes, 25,000 bushels. The acorn was sound and well developed, and the greater part of the gathering was bought for the English market at the rate of 1 piastre the oke (3s. 8d. the bushel) on the ground.

Tobacco.—The tobacco fields* of Epirus are, for the most part, situated in the fertile plains which are separated from the sea by the lowest fall of the Pindus Mountain. They yield in the aggregate about 250,000 okes, or 700,000 lbs. a-year; and the tobacco is of three kinds, namely, the native, the jebel, and the inglesicon. The respective average produce and value of which is shown as follows:—

			Acres.	Produce in lbs.			
			lbs.	d.	£	s.	d.
Native	..	..	750 at 440	330,000 at 4½	6,531	5	0
Jebel	..	..	150 at 550	82,500 at 9½	3,265	12	6
Inglesicon	..	..	500 at 660	330,000 at 5½	7,562	10	0
Total	..	..	1,400	742,500	17,359	7	6

The gross proceeds per acre are 9*l.*, 22*l.*, and 15*l.* respectively, from which sums in no case is more than one-half to be deducted for tithe, rent, labour, and other outgoings collectively. Profitable as tobacco is thus shown to be, it does not appear that the cultivation of it is on the increase. As regards the *jebel* and *inglesicon*, they are the peculiar growth of the conterminous plains of *Paramythia* and *Margarita*, and every attempt to extend them to other grounds has heretofore ended in failure. Those plains consist of an alluvial mixture of lime and sandstone; they are watered by perennial streams that flow through their whole length, and while suited to the native tobacco, the soil is, from some peculiar property, congenial to two foreign species of very different qualities. The *jebel* is identical with the mild tobacco known in England by the name of *Latikia*. It was transplanted into this country from *Syria* about twenty years ago, and though much deteriorated by the change of soil and climate, it still retains enough of its native delicacy and flavour to ensure to it the preference of smokers. The *inglesicon* is tobacco raised from some American seed that was introduced here from England forty years or so ago. As it is too strong and pungent for smokers accustomed to the mild tobaccos of Turkey, the whole produce is here made into snuff. This snuff is highly esteemed throughout the Levant. The manufacture of it employs seven mills, all of which are situated near the town of *Paramythia*; they are worked by water power, and were erected at an average cost of 1,000*l.* each. The miller's charge is in kind—one part in ten. Ten parts of leaf yield from seven to eight of snuff. Consequently, from the whole produce of 330,000 lbs. are obtained, say 250,000 lbs. of snuff, of which 200,000 lbs. are exported eastward, the remainder is used in the country. The export price last year was 3*s.* 9*d.* a pound free on board.

Upon all tobacco raised in Epirus, with the exception of what is grown in gardens for private use, the Government levies a uniform tax of 12 piastres an oke (9 $\frac{1}{2}$ *d.* lb.), which is paid by the purchaser, and an additional tax of 6 piastres an oke (4 $\frac{3}{4}$ *d.* lb.) on snuff, which is paid as the article leaves the mill. In 1860 the duty on tobacco was $\frac{2}{3}$ piastres an oke; by gradual increase it reached 12 piastres in 1864, at which rate it now stands. The pipe has consequently become a comparatively expensive comfort for the poor, many of whom, in the parts where tobacco grows, prepare a decoction from the stalk which they drink as a substitute for smoking.

Olives.—With the exception of a partial blight in the neighbourhood of *Prevesa*, the olive bore well last year, and the gathering throughout the province was abundant. The fruit, well matured and rich in pulp, yielded an ample return of oil, of which, as well as of preserved olives, there was a large exportation. In addition to the customary markets of *Malta* and *Trieste*, Italy, for the first time, took a considerable quantity of each. The results of the whole gathering were as follows:—

				£
Preserved olives, 23,250 cwt. at 13 <i>s.</i> 4 <i>d.</i>	..	..	15,500	
Oil, 21,000 barrels at 43 <i>s.</i> 6 <i>d.</i>	..	..	45,675	
Total	..	..	..	£61,175

Of olives, 7,500 cwt. were exported; of oil 7,000 barrels. The lees of the olive are not lost to trade; when dried in the sun they are sold at 4*d.* or so per cwt. to bakers, who prefer them as fuel for heating the ovens on account of the quick glowing heat which they emit.

The fuel thus obtained is here called "licoghi," and large quantities of it are exported every season from Prevesa to Malta.

Important as the olive is in the trade of Epirus, but little has yet been done here to increase the production of oil by the employment of improved machinery. Rude crushing machines of primitive contrivance, worked by manual or single horse-power, are still in general use; and though it is well known that Italian machines can express from 10 to 20 per cent. more oil than those of the country, not more than two or three of them have as yet been brought here. I am not, however, without hopes that among other advantages likely to result from their increasing relations with Italy, the people of Epirus will learn an improved method of treating the olive.

Cocoons, &c.—The production of silk material in this country still lingers in its infancy. The gathering of cocoons last year, though an improvement on that of 1864, fell short by a third of the produce of 1863. The whole yield of the province last year was only 10,000 okes (28,000 lbs.) fresh. The cocoons were, however, of prime quality, and the moths on escaping from them were found to be free from disease. This induced the growers to apply their chief attention to the preparation of eggs; and 600 okes (1,375 lbs.) were obtained in excellent condition. Agents in Italy, as in preceding years, and from Broussa, came here and bought up the whole produce at an average price of 800 piastres the oke, equal within a fraction to 53s. the lb. Of dry cocoons there were obtained 2,400 okes (6,600 lbs.), which fetched from 70 to 90 piastres an oke, equal to 4s. 7d. to 5s. 11d. per lb.

Wine.—The vine bore well last year, and the yield of wine was good in quality, and in quantity nearly equal to the average of former favourable years. There was in consequence a reduced importation of wine from Greece and Macedonia. But little is now heard in these parts of the vine disease; and hopes are entertained that it has very nearly if not quite worn out. The produce of other kinds of fruit was also abundant; large quantities were exported; for consumption at home was checked by fear of the cholera, and by a prohibition, issued as a sanitary precaution last autumn, against the sale of them in all the bazaars of the province.

Cotton.—The results and progress of the cotton cultivation are herewith showed.

1864.			1865.		
Acres.	Produce.	Value.	Acres.	Produce.	Value.
	lbs.	£		lbs.	£
206	96,250	1,275	574	379,506	5,020

Of the gathering of both years about three-fourths were exported to Trieste in uncompressed bales of 1 cwt. each; the remainder was kept for home manufacture; 3d. a lb. was paid for the raw cotton on the ground.

Considering that the cultivation of cotton was tried here for the first time only two years ago, the results obtained last year must, I think, be regarded as satisfactory. The experiment of 1864 was made in ignorance of the nature and requirements of the plant; and the autumn of that year having been unusually wet, a large part of the crop was destroyed. The experience acquired under these difficulties was turned to good account last year. The seed was put earlier into

the ground, and was dibbled in regular drills instead of being, as at first, sown broadcast; more attention was paid to clearing the ground, to hoeing the plant, and to gathering and picking the wool; and the produce was proportionately improved both in quantity and quality. I think it may now be said that cotton cultivation is established in South Epirus. Both landowners and tillers seem to have arrived at the conviction that even at the lowest quotations that can be looked forward to, the article can here be raised at a large profit; and from what I hear they intend this year to enlarge the scale of their operations. They have at their disposal prime lowlands of vast extent within easy reach of the sea; and their crude experiments have already shown that as much as 1,200 lbs. of seed cotton per acre can be raised on the plain of Arta, which promises to become the great cotton field of Epirus. Last autumn a second gin was brought into work at Arta; a third I have heard has been ordered for that place; and one for the cotton-fields in the Prevesa district. But no mention is yet made of a pressing machine, without which the cotton can never, I conceive, be packed for the markets of Western Europe. Under any circumstances it is not probable that Albanian cotton will, for some years at least, find its way to England. The intervening markets of Germany demand much more than the country can yet supply; and English bidders will not come here until the quantity raised makes it worth their while.

With an abundant harvest and active foreign trade, there has been a corresponding improvement in nearly every branch of local industry and manufacture; and retailers throughout the country have been doing a thriving business. Nevertheless, traders have loudly complained of the obstruction to their business caused by a quarantine of eleven days which was imposed on all arrivals from Greece and the Ionian Islands from the 18th of September to the 4th of December, the busiest time of the year in Epirus.

A growing taste of recent date prevails in Janina, and elsewhere in the province, for the elegancies as well as for the comforts of European civilization. Ornamental furniture, cutlery, china and glassware, with many other varieties of domestic articles, are now much sought after; and owing to the diffusion of Western fashions, broad cloths, tweeds and casimers for men's clothes, and silks and other expensive materials for women's dress, are in increasing demand. To supply these new wants, goods of a middling quality are imported from Germany and retailed at a large profit. With such an opportunity for business, it seems strange that there should not be a British house or a British merchant in all Epirus. Our goods bear a high character here. On every article a preference would be given to them and a higher price would be paid for them. But they are with difficulty procurable in the country, with the exception of cotton stuffs, rum, sugar, coffee and iron, which constitute the established importations from England. These goods are imported by Jewish merchants, who, though ready to take special orders, do not yet seem inclined to enter on new speculations. Not a yard of English woollen cloth finds its way to Epirus; and many other articles are coming into daily use here which our manufacturers could advantageously supply. The importations of British goods seems, therefore, to admit of considerable augmentation; and as a channel for them a commercial house in Janina, with branches through the country, would, I think, be found a paying speculation.

The retail prices of provisions throughout the province have been

nearly stationary these last two years; subjoined are the rates of 1865.

		Piastres.	s. d.
Beef.. ..	2·20	per oke	0 2 per lb.
Mutton	3·20	"	0 2 $\frac{3}{4}$ "
Geese	12·00	each	2 2 each
Fowls	8·00	couple	1 6 couple
Eggs.. ..	2·20	dozen	0 5 $\frac{1}{2}$ dozen
Barley	0·37	per oke	3 5 bushel
Oats.. ..	1·00	"	3 10 "
Wheat	1·07	"	4 5 "
Indian corn	0·37	"	3 6 "
Fine flour	1·20	"	0 1 $\frac{3}{8}$ per lb.
Rice, white	3·30	"	0 3 $\frac{1}{8}$ "
Cheese	4·00	"	0 3 $\frac{1}{8}$ "
Butter	10·00	"	0 8 "
Olive oil	8·10	"	5 0 gallon
Olives	2·20	"	0 2 per lb.
Wine	2·10	"	1 6 gallon
Tobacco	26·00	"	1 9 per lb.
Snuff	42·00	"	2 9 $\frac{1}{2}$ "
Firewood	8·00	"	0 8 $\frac{1}{2}$ per cwt.
Charcoal	30·00	"	2 9 "

The local rate of exchange has slightly altered since 1864. The present quotations are as follows:—

	Current Value.	Statute Value.
	Piastres.	Piastres.
Turkish lira	103·20	100·00
Sovereign	113·20	110·00
Napoleon	90·00	88·00
Ducat	53·00	52·00
Pillar dollar	24·10	24·00
5-franc piece	22·20	22·00
Florin, Austrian	11·00	11·00
Shilling	5·20	5·20

Approved bills on England at ten days' sight sell at par. The debased currency called "beshlik" is no longer a legal tender in those parts; it has in consequence almost wholly disappeared from circulation, and has been replaced by standard silver pieces of one, two, five, and twenty piastres; and by copper pieces of one-fourth and one-eighth of a piastre.

Having thus briefly reviewed the trade of Epirus of last year, I proceed to glance at its prospects for the coming year. And first, I would observe that the country enjoys an unusual freedom from disturbing causes of every kind. Brigandage has quite ceased out of the land; highway robberies and burglaries are of rare occurrence; religious dissensions are no longer heard of; and party and political feelings are at rest. This state of things deserves to be recorded, because of the intimate relation existing between the social condition of a country and its commercial movement.

The lambing season has this year been most propitious, and the flocks throughout the country, now at their full numbers, are in excellent condition, which gives promise of an abundant yield of butter, cheese, and wool. The weather, since the beginning of the year, has been most favourable to field operations, and farmers have not been slow in taking advantage of it. A full average breadth of land for the

time of year is under seed, and preparations to the usual extent are in active progress.

Private building is, I conceive, a fair index of the prevailing degree of local confidence. Now, in Janina and the other towns, building operations have of late been rather active. Some private houses of a superior description have been erected, together with several khans of improved accommodation. Of these latter, some are in the towns, some on the chief lines of thoroughfare; and I consider the multiplication of them significant, as furnishing unmistakeable evidence of increasing activity and intercourse. Investments in building are in favour, although the maximum returns on them rarely come to 10 per cent., while 30 and 40 per cent. are obtained for advances on agricultural securities. The value of house property would still further be increased by the introduction of the insurance system. Contemporaneously with the above, an increasing interest may be observed in the construction and repairing of roads; anxious enquiries are heard about railways, banks, free ports, and other facilities and incentives to commerce of which this country stands in need. All this points to a growing spirit of enterprise, inspired no doubt by widening experience and by juster and more comprehensive notions of commercial progress. When and how the wants just referred to are to be supplied, does not clearly appear. In the meantime commerce, in its development, has to contend with serious obstacles, the chief of which are, scarcity of capital and difficulty of internal communication. Capital, as I have shown in former reports, cannot here be made available without the establishment of rightly conducted banks that would make advances on reasonable terms. As regards the farmers, they labour under very great disadvantages; the demands upon them are numerous and urgent. Unable to lay by money, they have every spring to contract loans at the rate of 30 and 40 per cent., which loans constitute the first charge in the crops after the tithe farmer and the landlord have been satisfied. One consequence of this system is, that they generally begin the year's labours in debt from the preceding year, and as they must incur fresh obligations on the same grinding terms, strive as they may, they can seldom get rid of their embarrassments. Now, if agricultural security is as a rule in good esteem, it follows that here in Epirus a wide field is offered for the profitable employment of bank capital.

As to the difficulties of internal communication, but little has yet been done to remove them. Within the last three years much labour has been wasted in unskilled attempts at road-making. Last year, however, a road was begun from Janina to Arta, forty miles, which at the rate it is going on, will probably be finished in eight or ten years. Moreover, a project has been submitted to Government to re-open a long disused, choked up canal, which, starting from a point thirty miles from Janina, and ten from Arta, traverses the plain of Arta, and terminates near Prevesa. The execution of this project would confer great benefit on the country.

The inland transport is at present carried on by about 1,600 carriers, who employ some 2,000 beasts, horses and mules. Mules are preferred in stony districts; horses where soft soils prevail. A good carrier mule costs 15*l.*, a carrier horse not more than 5*l.* By reason of this difference in price, horses are most in use, even on those lines for which mules are best adapted. But horses are becoming scarce in Epirus. The country breed, a few years back in high repute, has of late degenerated to such a degree that it would now be difficult to find here a

native horse that would fetch 10*l.* at an English fair. I am wrong in calling them horses. They are ponies of every dwarfish size, from thirteen hands downwards. The importation of stallions from Bosnia or Asia Minor, is the most obvious way of correcting this evil, and as the subject, in reference to the means of transport, is one of public importance, the Government should look to it, since private enterprise is not to be depended on.

This and other drawbacks notwithstanding, the movement in Epirus is onwards. The fact is, the geographical position of the country, its varied and abundant resources, and the habits of the people, are so many arguments for progress. With all the ports of the Adriatic within easy reach, and with numerous markets close by soliciting traffic, it is not in the nature of things that the commerce of the country should linger or recede.

The interests of commerce demand a special notice of some resources of this country which are as yet but imperfectly known, and scarcely, if at all, appreciated. In addition to salt and pitch mines, it possesses the two great elements of industrial wealth—coal and iron. The northern extremity of Mount Pindus is a mass of ironstone; and surface coal is found at Kukulus, in the Luli district, and at Rapsista, in the Jumerka district—places twenty-five miles, as the arrow flies, apart. Kukulus lies north of the heights of Luli; and the river Acheron sweeps round the mountain's southern base. In the bed of this river fragments of coal are found in considerable quantities, from which fact it may be inferred that the coal-vein traverses the mountain in its whole width of four miles and crops out on the flanks. From Luli there is a descent of six or seven miles to the Acherusian plain, and then twenty miles across a level to the port of Glyki on the Corfu channel.

Rapsista is on the right bank of the Arta river, fifteen miles above the town of Arta. A carriage-road could easily be made the whole way through the valley, and continued from Arta across twelve miles of plain to the sea. The coal, as at present known, is situated on a steep height, from which it could be shot down by a slide to any required level. The country lying between Rapsista and Kukulus consists of a knot of homogeneous mountains, severed about midway by the deep narrow valley of the Louro. A careful examination might perhaps discover that these intervening mountains are also carboniferous.

The salt mines are also situated near Rapsista, about 200 yards from the Arta river, on its right bank. An attempt was made to work them a few years ago by a private party; operations went on for a time with fair success, for the salt was quickly disposed of, and either from its greater cheapness or its superior quality, was preferred to the Santa Maura salt, and to that of the country salines. But on representations from the farmers, of the local customs, and of the salines, an order was transmitted from Constantinople to stop the works; they were accordingly abandoned, and have not since been resumed.

Pitch Mines.—The pitch mines of Selinitza are situated in the angle formed by the confluence of the Viossa and Sulchitza rivers, on the left bank of the former, fifteen miles N.E. of Avlona. They have been known and worked from antiquity. 400 years ago they contributed to the wealth of Scander Beg's family; and in the beginning of the present century they used to be farmed at 4,000*l.* a year; they are now farmed at 350*l.* As at present worked they yield about 450 tons of pitch a year, which is sold for exportation at the mole of Avlona at 3*l.* a ton. The farmer contracts with the villagers of

Selinitza for the working of the mines. Every spring he advances to them 20% or 30% to provide tools, buckets, ropes, &c.; and for every load of 2 cwt. delivered at the mole of Avlona they receive 1s., which is at the rate of 10s. a ton. Half the load must be in large lumps, and half may be in slack or dust. A superintendent, and a blacksmith for repairing the tools, are kept by the farmer on the works on small salaries. The pitch is extracted after the most primitive fashion; a pit is sunk and worked until it is rendered untenable by the infiltration of water; another pit is then sunk, worked and abandoned in the same way. According to this process a depth is seldom reached of more than twenty-five or thirty feet; that is, about a quarter or one-third of the supposed thickness of the deposit.

Of the extent of these mines nothing positive is yet known; the best examinations that have been made assign to them an approximate area of 4 square miles, with a depth or thickness varying from 50 to 100 feet. But until more careful soundings have been made, it would be premature to limit them to the immediate locality of Selinitza, seeing that Paktos, 9 miles distant to the north of the Viossa, is also rich in bituminous matter. Perhaps it will yet be found that the two places are in different parts of one common field. As to the existence of petroleum in connection with these mines, opinions must also for the present be suspended. Pitch, bitumen, and naphtha are kindred substances, and petroleum is nearly allied to naphtha. The miners speak of oil wells in the neighbourhood, but too vaguely to satisfy inquiry. It deserves, however, to be mentioned that after heavy rains a gas or solfatara exhales from the earthy covering of the pitch, which, lighting either spontaneously or by accident, often burns for weeks together. On these occasions the pitch nearest the surface melts, and, where accidents of the ground permit, escapes in a fluid state, presenting an oily appearance. Hence most likely the belief of the miners and the reports about petroleum.

The pitch is of prime quality; in its natural state it is nearly black, and it breaks off in conchoidal fragments. An analysis of it has given the following results on a hundred parts:—

Carbonated hydrogen	..	..	..	..	..	18 $\frac{3}{4}$
Bituminous oil	..	..	..	..	..	32
Water impregnated with ammonia	..	..	..	..	..	6
Charcoal	..	..	..	..	..	30
Silex	..	..	..	..	..	7 $\frac{1}{2}$
Alumin	..	..	..	..	..	4 $\frac{1}{2}$
Oxide	..	..	..	..	..	1 $\frac{1}{4}$
Total	..	..	..	..	..	100

Within the last few years the mines have been visited by scientific men from France and Italy, and on their reports liberal offers have, it is said, been made for a concession to work them. It would appear that all such offers have been declined.

In a commercial report on Epirus, Chimarra claims a special notice. This maritime district, little known and seldom visited, is generally described in accordance with the repulsive aspect it presents to the sea. This, however, is an error; Chimarra is, for the most part, fertile and well peopled, is rich in olive groves and vineyards, yields ample crops of rye and Indian corn, and pastures 100,000 sheep and 5,000 head of cattle. It contains twelve villages, of which seven, by virtue of an imperial firman granted soon after the subjugation of the country, enjoy exemption from all taxes, except property and military exemption

taxes. Most of these villages have an air of comfort and prosperity. The agricultural work is chiefly done by the women, for nearly all the young men leave home every year in search of employment. At all the coves and inlets which indent the thirty miles of coast, an active import trade is continually going on, of which but little account is officially rendered; for there is only one small Custom-house station for the whole district. The vessels engaged in this trade belong to the several villages, and are manned by the villagers. Their voyages are mostly to Trieste and the Ionian Islands, from whence they return laden with cotton and woollen stuffs, sugar, rum, coffee, iron, and other goods, most of which are passed sheer across the mural ridge of Chimarra into the interior, furnishing in chief part the foreign supplies of a population numbering some 50,000 souls. It is principally to this trade that the Chimarriotes are indebted for their prosperous condition. Habits of business have, at the same time, quickened their intelligence, their ideas have been enlarged by intercourse with other countries, and as they are not negligent of home education, their intellectual progress, wild and secluded as is their country, would not suffer by comparison with that of any section of the people of Epirus.

In conclusion, I would observe that in reporting favourably on the trade of Epirus, I must be understood in a local sense; for, measured with other countries, the development here in progress would be found slow and altogether disproportioned to the means at hand. Compared, however, with other years, the commercial movement of 1865 presents a favourable aspect, which it bids fair to retain through the present year; and based as it is upon the growing wants of the population, and upon increased demands on their industry, there are good grounds for hoping that it will continue to expand and improve.

Janina, February 1, 1866.

UNITED STATES.

BALTIMORE.

Report by Mr. Consul Bernal on the Trade, &c., of Baltimore, and the State of Maryland, for the Year 1865.

As soon as it became apparent that the desperate conflict which for four years had torn and convulsed the country was at an end, and that peace, with its golden triumphs, once more reigned in the land, the merchants of Baltimore immediately set themselves vigorously to work to renew and increase their old channels and lines of commercial communication, and to recover that portion of their former trade which, owing to the disturbed state of affairs here, and the restrictions placed on business operations by the military authorities, had been transferred to more peaceful localities.

And well may they expect to be successful, not only in this, but in building up and expanding the trade of the city to a height of prosperity never hitherto reached. The geographical position of the port; the healthiness of its climate; the facility of communication and exchange of products between it and the States of Virginia, Georgia, and the Carolinas; the ready access to that magnificent trunk line the Baltimore and Ohio Railroad, to the west and north-west, a route which is shorter and cheaper than any other: all these things, added to the natural agricultural and mineral wealth of the State of Maryland, point to the city of Baltimore having before it a future of the highest promise.

Shipping and Navigation.—No returns are procurable at this moment of the total number of vessels that entered and cleared at this port, nor of the coasting trade; but at the end of the year 95 steamers, with an aggregate of 44,250 tons, were plying between here and places in Virginia, the Carolinas, and Georgia, all of which had been put on their respective routes since the close of the war.

NUMBER of British Vessels that Entered and Cleared in the Years
1864-65.

			Entered.			Cleared.		
			Number.	Tons.	Value of Cargoes.	Number.	Tons.	Value of Cargoes.
					\$			\$
1864	..	..	148	36,323	2,975,364	141	35,810	4,087,574
1865	..	..	207	49,216	4,942,225	175	39,967	3,471,400

The above Table shows a considerable increase, arising from the arrival of vessels from Cuba and Porto Rico, the importation of sugar from those islands having been very heavy.

The following Table shows the total amount of British vessels that have entered and cleared during the last six years:—

				Entered.	Cleared.
1860	..	..	..	135	126
1861	..	..	..	94	85
1862	..	..	..	104	97
1863	..	..	..	129	119
1864	..	..	..	148	141
1865	..	..	..	207	175

The augmentation in number in the last three years has been owing to the "whitewashed" vessels, *i.e.* American ships which, by an evasion of the Mercantile Marine Act, were transferred to nominal British owners, and put under our flag during the progress of the war. A few months since I was notified that one of these vessels was to be replaced under the American flag. On inquiring at the custom-house how it would be done, I learnt that it was based on a case which occurred a great many years ago, but having, in my judgment, no analogy whatever to the present one. Although the nominal British owner had in his declaration affirmed that no one not entitled to own a British vessel had "any interest, legal or beneficial, in the said ship," yet the applicant made an affidavit in the custom-house here, that the vessel had never at any time ceased to be the property of American citizens, thus charging the British declarant with having made a false statement; and on this affidavit the collector decided that an American register should be granted to the ship. Nine vessels have thus been retransferred. I learn that this is the only custom-house that has thus acted; and when the whole question was recently mooted in Congress, the Secretary of the Treasury made a report to the House of Representatives that it was decidedly contrary to law for any vessel which had once been put under a foreign flag to again receive an American register, and that in fact no such vessels had received any. It is to be presumed that he had never heard of the nine I have mentioned above.

One of the chief points of interest connected with shipping during the past year has been the starting of a line of steamers from here to Liverpool. This long-mooted enterprise owes its realization to the far-sighted policy of the Baltimore and Ohio Railroad Company, and its energetic president. They at present own two steamers—the "Somerset" and "Worcester," of a little over 1,000 tons each—but ere very long they will have five first-class steam-ships of 2,000 tons burthen each. The importance of this line cannot be over-estimated. Baltimore is nearer to the west, south-west, and south, than either Boston, New York, or Philadelphia; and the policy of the Baltimore and Ohio Railroad Company is to discriminate greatly in favour of this city by fixing their tariff for through traffic, both of freight and passengers, at lower rates than those charged by the Northern lines. The following case will illustrate some of the advantages of this route:—Fifty-two casks of trace chains were shipped at Liverpool on the 9th November, by Messrs. Brown, Shipley, & Co., on the steamer "Somerset," and were received by Messrs. Tyler, Davidson, & Co., in Cincinnati, on the 9th December, "without a stave, hoop, or head being broken," according to a letter written by the latter firm to the Railroad Company. But it is not only in relation to cargo, but more particularly as regards emigrant passengers, that the future importance of these steamers will be felt. A great demand for white agricultural labour is springing up in this State, Virginia, and in portions of the south-west; and by no route can emigrants be introduced so economically as Baltimore. The rates of freight by these steamers average about 40s. a ton for heavy and 60s. a ton for measurement goods from

Liverpool. To that port about 35s. a ton on heavy goods, and $\frac{3}{4}d.$ to 1d. per lb. on cotton. The rates for passengers are—first-class cabin, 90 dollars; second-class cabin, 65 dollars; and steerage, 32 dollars 50 cents, in gold.

The supply of seamen has been both scarce and the quality bad during the past year. A class of men who followed the profession of "bounty-jumpers" during the war have been making a practice of shipping for the run across at 40 dollars a month, with an advance of 50 dollars, and then deserting. In two instances, on British vessels, where they could not do this, they openly mutinied; and then the great want of a Consular Convention (such as exists between this country and many other ones) between the United States and Great Britain became more than ever apparent. The Law of Congress, of June, 1864, empowers the United States authorities to lend assistance in such cases on the demand of a Consular officer, with whose country there may be a Convention, but not otherwise; and therefore they politely declared their inability to interfere on my making application to them. Our vessels were consequently put to considerable delay and expense, and the mutineers escaped all punishment, free to renew their artful game on the first favourable opportunity. The small amount of power possessed by Her Majesty's Consuls in the United States, in comparison with that enjoyed by most of their colleagues, to render adequate assistance to British shipmasters in cases of mutiny or desertion, has long been a subject of complaint and remonstrance among the whole of them.

The re-establishment of the lighthouses destroyed during the war has progressed as fast as possible.

The fearful storms which appear to have prevailed everywhere have been very destructive to shipping making for the Chesapeake Bay, and several British vessels have been totally lost or severely damaged off the capes that flank its entrance.

No changes have occurred in the harbour. Vessels can bring from 19 to 20 feet safely inside Fort M'Henry.

The exports for the year amounted to 9,568,533 dollars and the imports to 6,211,257 dollars.

The exports of bacon, cheese, corn-meal, candles, copper, flour, lumber, lard, shooks, sugar, and soap all show a falling off, while those of butter and corn exhibit an increase.

In the list of articles imported, fish and sugar $\frac{1}{2}$ alone show an excess over the preceding year.

The following Table gives the value of the imports and exports for the last ten years:—

			Imports.	Exports.
			\$	\$
1856	..	..	10,140,838	13,362,252
1857	..	..	11,054,676	11,398,940
1858	..	..	7,954,422	10,235,890
1859	..	..	10,408,993	8,724,261
1860	..	..	9,379,121	10,913,170
1861	..	..	5,534,411	11,471,790
1862	..	..	3,466,458	10,346,164
1863	..	..	5,386,704	9,967,903
1864	..	..	6,076,299	12,362,448
1865	..	..	6,211,257	9,568,533

It must not be forgotten in reference to the trade of the last four years that the imports are calculated at their gold value at the place of

exportation, and the exports at their currency value here, and in order further to explain this I subjoin a Table showing the price of gold on the 1st of each quarter during the last four years.

Date.	1862.	1863.	1864.	1865.
1st January ..	100	134	151	201
„ April ..	102	146	166	144
„ July ..	109	123	225	138
„ October ..	122	140	189	144

The following Tables show the comparative values of some of the principal articles imported and exported during the last three years.

IMPORTATIONS.

Articles.	1865.	1864.	1863.
Coffee, Rio bags	86,725	91,184	73,957
„ La Guayra and Porto Bello ..	..	4,504	..
„ Porto Rico	318	..	..
„ Other Ports	1,230	1,232	1,642
„ Coastwise	12,219	700	202
Fish from British Provinces:			
Mackerel barrels	5,433	1,266	2,378
Herrings	11,374	2,454	8,773
Alewives	815	..	..
Codfish { tierces	1,726	45	705
quintals	..	..	655
Fish from Domestic Ports:			
Mackerel barrels	36,574	29,840	25,187
Herrings	36,197	20,989	10,028
Iron bars	6,381	24,376	21,800
„ Pig { tons	1,766	1,928	520
bundles	9,333	19,218	13,400
„ Railroad { tons	300	..	150
bars	50,068	32,844	1,816
Salt from—			
Liverpool { sacks	50	114,236	59,973
tons	69,918	23,848	10,240
West Indies bushels	21,785	77,978	25,956
Sugar from—			
Foreign Ports .. hogsheads	37,880	19,421	22,049
„ tierces	271	435	778
„ barrels	10,751	5,146	6,040
„ bushels	25,476	8,184	12,703
„ bags	6,000	12,814	25,679
Coastwise hogsheads	5,583	2,640	2,072
„ casks	900	..	359
„ barrels	4,835	..	204

EXPORTS.

Articles.				1865.	1864.	1863.
Bacon	..	..	lbs.	250,000	577,085	4,748,100
Butter	..	..	"	222,460	139,768	295,000
Cheese	..	..	"	197,040	222,169	165,000
Corn	..	..	bushels	361,363	101,544	271,016
Coal	..	..	tons	9,234	3,651	6,813
Corn-meal	..	..	barrels	19,422	26,493	23,000
Candles	..	..	lbs.	475,600	661,408	523,900
Copper	..	..	"	200,000	422,180	..
Flour, Wheat	..	..	barrels	215,474	333,042	326,450
Lumber	..	..	value	\$131,180	\$212,467	\$150,000
Lard	..	..	lbs.	1,202,275	2,500,564	3,567,900
Pork	..	..	barrels	5,536	5,803	6,173
Shooks and Heads	..	..	pieces	67,812	125,970	..
Sugar, Refined	..	..	lbs.	..	430,386	..
" Raw	..	..	"	..	972,000	..
Soap	..	..	"	15,000	176,757	..
Tobacco, Leaf	..	..	hogsheads	40,958	45,252	37,943
" Manufactured	..	..	lbs.	68,647	63,827	90,000
Wheat	..	..	bushels	..	60,092	84,374
Petroleum	..	..	gallons	916,313	921,971	915,866

Coffee.--The business in this article during the past year has been principally carried on on a gold basis, and the trade has therefore been in a comparatively sound state, without any violent fluctuations in prices. The two following Tables give--first, the total stock in hand, and prices of the various brands, on the 1st of each month during the past year; the second, the amount imported into Baltimore during each of the last fifteen years. By this latter Table it will be observed how much the trade has fallen off during the war; but although New Orleans became of late years a formidable rival in this branch of business, looking at the well-established reputation of Baltimore flour in the Brazilian markets, and the growing appreciation in the West of the advantages of transportation offered by the Baltimore and Ohio Railroad, there can be hardly any doubt but that ere long the importations into this port will have attained their old figure.

Date.		Stock.	Rio Janeiro.		La Guayra.		Java.	
		Bags.	cts.	cts.	cts.	cts.	cts.	cts.
January	..	5,500	18 to	19	19 to	20	22 to	24
February	..	10,000	20½	21	21	23	24	25
March	..	5,500	20½	21½	22	23	24	26
April	..	10,000	20½	21½	22	23	24	26
May	..	4,500	21½	22½	23	24	25	26
June	..	1,800	21	23	23	24	25	27
July	..	8,000	22	23	23	24	25	27
August	..	3,000	19	21½	22	23	25	26
September	..	3,500	19	21½	22	23	25	26
October	..	10,000	19	22	22	23	25	26
November	..	3,000	20	22	22½	23½	25	27
December	..	1,500	18	20¾	22	23½	28	29

IMPORTS of Coffee at Baltimore from Brazil for the last Fifteen Years.

		Bags.			Bags.			Bags.
1851	..	256,142	1856	..	197,989	1861	..	137,300
1852	..	224,080	1857	..	203,560	1862	..	77,775
1853	..	185,980	1858	..	188,019	1863	..	73,957
1854	..	200,829	1859	..	230,984	1864	..	91,184
1855	..	249,060	1860	..	181,292	1865	..	86,725

Copper.—There is one copper-smelting Company in operation at Baltimore, with a capital of 750,000 dollars. It has two establishments, jointly working 34 reverberatory furnaces, giving employment to about 300 men. These works consume from about 30,000 to 36,000 tons of Cumberland (State of Maryland) coal per annum, and their current daily expenses are some 11,000 dollars. The ores smelted come from Chili, California, Canada, Vermont, Virginia, North Carolina, and this State. The smelting business here is likely to increase, as several mines in the vicinity of the city are being developed, and a great many companies for working the very valuable copper-mines of North Carolina, which have been lying idle during the war, are located here. The highest price of refined ingot, during the past year, was 49 cents, and the minimum 28½ cents, per lb.

Cotton.—16,000 bales, against 10,000 in 1864, were brought to Baltimore last year. There are twenty manufacturing establishments in and around the city which, when in full operation, would consume about 30,000 bales. The capital invested in these manufactories is 3,000,000 dollars, the number of hands employed 2,000 (1,500 of them women), the amount paid for labour per annum is about 600,000 dollars, and the value of the products 10,000,000 dollars.

Fish.—Owing to the repeal, by the State Legislature, of the inspection laws, by which this market was put on an equal footing with those to the north of it, the imports of fish, both foreign and domestic, have largely increased. The catch of shad and herring, in the waters running into the Chesapeake, having been very light, and all kinds of provisions having ruled very high, the prices of fish have been at an extreme rate during the year.

IMPORTS of Fish at Baltimore during the last Four Years.

	Mackerel.	Herrings.	Cod.	Hake.	Salmon.
	Barrels.	Barrels.	Drums.	Drums.	Drums.
1865	42,007	47,571	1,726	788	87
1864	31,100	22,443	45	..	..
1863	27,565	18,801	765	..	..
1862	40,249	35,134	355	..	..

The stock on hand at the close of the year was 8,000 barrels mackerel, and 4,000 barrels herring.

Flour.—The aggregate inspections for the past year show a decrease of 49,412 barrels, comprised of "Howard Street" and "City Mills" brands entirely; those of "Ohio" and "Family" showing, on the contrary, an increase of 30,000 barrels. The market has been very sluggish during most of the year, The Government demand of 12,000 barrels a-month ceased at the end of April, and the amount exported abroad shows a falling off to the extent of 117,568 barrels.

PRICES of "Howard Street Super," "Western Extra," and "Shipping Brands City Mills Extra," during 1865.

Date.	Howard Street Super.		Western Extra.		City Mills Shipping Extra.	
	\$	\$	\$	\$	\$	\$
January 1 ..	11:12	to 11:25	11:50	to 11:62	12:75	to 13:00
February 1 ..	11:00	11:12	11:50	11:75	12:50	12:75
March 1 ..	11:12	11:25	11:50	11:75	12:50	12:75
April 1 ..	9:62	9:75	9:75	10:00	11:00	
May 1 ..	8:00	8:25	8:25	8:50	9:50	9:75
June 1 ..	7:62	7:75	7:75	8:00	9:25	9:50
July 1 ..	7:50	7:62	7:50	7:60	9:00	9:25
August 1 ..	8:25	8:50	9:00	9:50	10:00	
September 1 ..	8:50	8:75	9:00	9:50	10:50	11:00
October 1 ..	8:75	8:87	9:25	10:00	11:00	11:50
November 1 ..	9:25	9:75	10:25	10:75	12:50	12:75
December 1 ..	8:50	9:00	9:50	10:00	12:00	12:50

FLOUR Inspections in Baltimore during the last Five Years.

	1865.	1864.	1863.	1862.	1861.
Howard Street ..	244,246	316,429	317,229	316,396	340,449
City Mills ..	398,819	410,219	437,638	374,140	308,589
Ohio ..	262,080	240,383	278,153	212,989	154,711
Family ..	78,846	66,402	69,838	64,107	86,655
Total ..	983,991	1,033,433	1,102,858	967,632	890,404

EXPORTS of Flour to Foreign Ports during the last Four Years.

Destination.	1865.	1864.	1863.	1862.
Great Britain	3	20,509	39,869	57,335
Hans Towns	18	1,242	330	2,485
Holland	1	3,259	3,817	2,994
Brazil	120,951	170,594	157,286	163,807
Rio de la Plata	..	12,286	933	15,872
British North American Colonies	17,249	14,430	33,412	28,817
Venezuela	..	1,369	..	1,962
West Indies	76,401	98,969	83,473	81,487
Other Ports	851	11,424	7,330	5,514
Total	215,474	333,042	326,450	360,273

Grain.—The aggregate receipts at the Corn Exchange were 6,149,669 bushels, against 5,158,333 in 1864, showing an increase of 1,001,327 bushels. Wheat showed a decrease of 72,522 bushels; while corn, oats, and rye showed an increase respectively of 650,243, 303,894, and 19,722 bushels.

Wheat.—The crop of 1864, though excellent in quality, was short in quantity, and the stock was exhausted almost before the crop of 1865 was harvested. The latter was both short and inferior in quality, and, in spite of the absence of any foreign demand, prices have kept pretty well up.

Corn.—The partial failure of the crop of 1864, and the heavy Government demand, caused very high rates to rule at the beginning of the year, but the closing of the war, and the favourable prospects for the coming

crop, caused prices steadily to recede. Still the lively demand which sprung up for export to Great Britain prevented their falling as low as they otherwise might have done.

COMPARATIVE Price of Wheat on the 1st of each Month in 1865 and 1864.

Months.	1865.				1864.			
	Red.		White.		Red.		White.	
	\$	\$	\$	\$	\$	\$	\$	\$
January ..	2.70	to 2.75	2.80	to 2.90	1.50	to 1.70	1.80	to 2.00
February ..	2.60	2.70	2.70	2.80	1.55	1.70	1.70	1.95
March ..	2.60	2.68	2.70	2.85	1.55	1.70	1.80	2.00
April ..	2.10	2.15	2.20	2.40	1.50	1.70	1.65	2.03
May ..	2.20	2.35	2.30	2.60	1.70	2.20	1.80	2.29
June ..	1.90	2.05	2.00	2.30	1.80	2.10	1.80	2.15
July ..	1.50	1.65	1.70	2.05	2.00	2.35	2.00	2.50
August ..	2.00	2.35	2.00	2.60	2.60	2.85	2.80	2.90
September ..	1.55	2.35	1.95	3.00	2.65	2.87	2.80	3.00
October ..	1.80	2.50	1.95	3.00	2.00	2.25	2.50	2.70
November ..	1.80	2.60	2.00	3.10	2.50	2.60	2.78	2.90
December ..	1.75	2.45	1.90	2.80	2.40	2.55	2.60	2.85

COMPARATIVE Prices of Corn on the 1st of each Month in 1865 and 1864.

Months.	1865.				1864.			
	White.		Yellow.		White.		Yellow.	
	\$	\$	\$	\$	\$	\$	\$	\$
January ..	1.55	to 1.63	1.60	to 1.68	1.11	to 1.14	1.16	to 1.17
February ..	1.76	1.78	1.78	1.80	1.12	1.14	1.13	1.15
March ..	1.66	1.68	1.60	1.63	1.13	1.15	1.13	1.15
April ..	1.20	..	1.23	1.25	1.17	1.18	1.18	1.20
May ..	1.15	1.18	1.17	1.20	1.33	1.35	1.36	1.38
June ..	.83	.85	.80	.85	1.35	1.37	1.40	1.42
July ..	.90	.94	.90	.98	1.57	1.59	1.60	1.62
August ..	.90	.93	.91	.95	1.73	1.78	1.73	1.80
September ..	.90	.92	.90	.93	1.83	1.85	1.70	1.75
October ..	.95	.96	.97	1.00	1.85	1.88	1.65	1.68
November ..	.83	.85	.82	.82	1.77	1.78	1.65	1.68
December ..	.90	.91	.90	..	1.78	1.80	1.85	1.90

RECEIPTS of Grain during the last Four Years.

			1865.	1864.	1863.	1862.
Wheat ..	..	bushels	1,887,570	1,960,092	2,329,058	2,263,312
Corn ..	..	.. "	2,936,246	2,286,003	2,201,983	3,220,189
Oats ..	..	.. "	1,250,604	946,710	1,603,212	1,274,720
Rye ..	..	.. "	75,240	55,518	45,361	66,964
Peas ..	..	.. "	10,000	12,000	12,500	12,000
Beans ..	..	.. "	50,000	60,000	30,000	20,000
Total ..	..	..	6,209,660	5,320,323	6,222,114	6,857,194

Hides show a falling-off of about 15,000, chiefly in those of foreign production. Prices have ranged throughout the year below the cost of importation.

Iron.—Prices have steadily declined during the year. There are nine blast furnaces in operation here, producing about 15,000 tons per annum. There are also two rolling-mills, producing an excellent quality of boiler-

plates. Coal and iron being so plentiful here, there is no doubt that this business will largely increase.

PRICES of Pig Iron in January and December 1865.

Months.			Baltimore Forge.	Anthracite.		
				No. 1.	No. 2.	No. 3.
January	..	..	\$ 77½	\$ 60	\$ 54	\$ 51
December	..	..	\$ 55 to 57½	\$ 50	\$ 48	\$ 43

Molasses.—There was but a slight difference in the quantity imported. Another refinery for the manufacture of sugar from this article is about to be established here.

Oysters and Canned Fruits.—This business, which a few years ago was in its infancy, has now attained very large proportions. Forty houses, employing about 2,000 white, and 1,000 negro hands, are engaged in the trade. The oyster season lasts from September 1st to June 15th, during which time about 4,000,000 bushels are brought to this market, of which quantity the packers use 3,500,000. The produce is about 3,500,000 cans of oysters packed raw (iced), and some 2,500,000 hermetically sealed. About 1,000 vessels, of 50 tons each, are employed dredging for oysters, and some 500 in bringing them to market. The average price during the year has been about fifty cents a bushel. About the same number of cans of fruits and vegetables are put up during the summer, and the value of the annual produce is estimated at 3,000,000 dollars.

Petroleum.—46,982 barrels of crude oil have been received during the past year from Pennsylvania, and 1,117 from Western Virginia. The supply has never been sufficient to meet the wants of the refiners, but a much larger quantity is expected from Virginia in the present year. There are nine refineries in operation, and three new ones will shortly commence, and their united capacity will be 3,000 barrels a-week.

The receipts during the last four years have been as follows:—

			Crude.	Refined.	Total.
			Barrels.	Barrels.	Barrels.
1862	..	..	13,813	14,764	28,580
1863	..	..	43,626	19,563	63,189
1864	..	..	36,467	19,573	56,040
1865	..	..	48,152	12,409	60,561

RECEIPTS of Salt at Baltimore during the last Four Years.

			1865.	1864.	1863.	1862.
Liverpool	..	.. sacks	69,918	114,236	59,573	223,821
"	Coastwise	"	21,785	23,848	10,240	1,940
West Indies	..	.. bushels	77,963	77,978	25,956	41,158

Sugar.—The imports were heavier in 1865 than in any previous year since 1860. Prices which opened high rapidly declined till June, and then rallied a little. This country will always be obliged to import by far the greater portion of the sugar used by refiners. The stock in Baltimore on 31st December, 1865, was 6,534 hogsheads, 3,613 boxes, and 3,000 bags.

The following Table shows the prices of the various grades in January, June, and December :—

	Porto Rico.		Cuba.		English Islands.	
	cts.	cts.	cts.	cts.	cts.	cts.
January	21	to 25	19	to 23	19	to 23
June	11½	14½	11	13½	11	13½
December	13	15	12	14	12	14

IMPORTS of Sugar at Baltimore during the last Ten Years.

	Coastwise.		West Indies.	
	Hogsheads.	Barrels.	Hogsheads.	Barrels.
1856	19,685	1,540	22,030	11,839
1857	6,076	966	27,403	9,731
1858	16,584	..	26,838	..
1859	20,792	..	21,787	..
1860	13,346	..	34,827	..
1861	7,424	..	17,719	..
1862	7,605	..	26,659	..
1863	2,400	204	28,095	6,046
1864	2,640	..	19,611	5,146
1865	6,300	4,835	40,730	30,500

Tobacco.—The inspection of Maryland and Ohio show a large decrease, of Kentucky a small increase during the past year. Of the manufactured article there has been a great revival of business, which is likely still further to increase. At the close of the year the stock was light and the demand active.

TOBACCO Inspections at Baltimore for the last Six Years.

Years.	Maryland.	Ohio.	Kentucky and other Kinds.	Total.
1865	25,479	15,396	3,077	43,952
1864	28,518	21,961	2,140	52,619
1863	36,676	17,032	2,267	55,975
1862	41,493	13,560	3,646	58,699
1861	50,407	14,152	3,012	67,571
1860	51,000	23,000	2,700	92,838

INSPECTIONS, Exports, and Stocks of Tobacco for the last Six Years.

	Inspections.	Exported.	Stocks.
1865	43,952	42,605	22,297
1864	52,873	45,052	20,938
1863	55,975	44,137	21,560
1862	58,699	55,447	6,400
1861	67,571	85,237	24,500
1860	92,838	68,338	15,181

PRICES of Tobacco in each alternate Month of 1865.

	January.		March.		May.		July.		Septem-ber.		Novem-ber.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Maryland :												
Frosted and Common ..	8	to 10	8	to 10	3	to 5	4	to 5	3	to 5	3	to 5
Middling	14	18	14	18	8	10	8	10	8	10	8	10
Fancy	25	30	25	30	17		17	20	17	20	17	25
Ohio :												
Inferior to Good Com- mon	8	12	8	12	5	8	5	8	5	8	5	8
Good and Fine Red ..	18	25	18	25	14	18	14	18	14	17	14	17
Fine Yellow	25	30	25	30	20		20		20		20	30
Kentucky :												
Common	11	13	11	13	..		..		6½	7	6½	7
Good to Fine Leaf ..	22	28	22	28	..		..		9	12	9	12
Light and Heavy, se- lections	40	50	40	50	..		..		18	28	18	28

SHIPMENTS of Maryland and Ohio Tobacco during the last Six Years.

Destination.	1860.	1861.	1862.	1863.	1864.	1865.
Bremen	24,767	31,911	12,280	10,288	15,469	13,738
Rotterdam	22,949	22,708	11,540	7,993	11,868	7,910
Amsterdam	5,223	8,183	8,024	3,370	4,837	4,753
England	3,010	6,440	3,827	3,109	2,467	1,084
France	6,823	5,215	4,470	6,383	7,457	5,863
Spain	1,169	..	6,296	5,050	2,280	5,212
Trieste	900	..	..	..	..	..

EXPORTS of Flour, Grain, Provisions, &c., exported to the West Indies and British Guiana, in 1865, 1864, and 1863.

Articles.	1865.	1864.	1863.
Flour barrels	76,402	98,969	83,447
Rye "	..	40	72
Meal "	18,176	24,834	22,477
Bread "	21,921	22,959	16,177
Corn bushels	55,016	53,254	50,547
Wheat "	674	..	..
Peas and Beans "	4,113	3,401	700
Butter lbs.	142,358	159,890	168,112
Cheese "	144,660	193,021	133,373
Lard "	941,754	1,804,662	1,591,517
Hams "	272,787	365,389	402,700
Beef barrels	239	817	374
Pork "	5,074	8,535	4,225
Tobacco (Manufactured), .. lbs.	5,328	500	3,286
Candles "	386,025	627,632	436,929

Dry Goods.—As I have been obliged to remark in former reports, it is quite impossible to obtain any statistics on this branch of trade. The great financial panic which preceded the war swept away a great many of the houses engaged in this business. And the loss of their Southern customers seriously affected the operations of those who still stood firm at the beginning of 1861. Direct importations have almost entirely ceased, and the stocks have been replenished from other cities. No merchant requires to be told that it is useless to expect success to follow such a system as this; and if Baltimore desires to attain the position she ought

to hold, her dry goods merchants must avail themselves of the direct steam communication with Liverpool they now possess, and, cutting loose from middlemen, must transact their business with the manufacturers themselves.

The city of Baltimore, by the census of 1860, contained 212,418, and the whole State of Maryland 687,049 inhabitants. Of this latter number 83,942 were free coloured, and 87,189 were slaves. While it may be doubtful whether the deaths occasioned by the war have not counterbalanced the natural increase of population in the country districts of the State, the city itself has of a certainty received a large accession of numbers, and house-rents have greatly risen in consequence.

Rising gradually from the water, and having, therefore, good natural drainage, Baltimore is a remarkably healthy city, and very free from epidemics. The sudden changes of temperature to which this continent is subject, necessarily have their effects even here. The deaths in 1865 were 4,695, 873 less than in 1864. Of this number 2,561 were males, and 2,134 females. 856 were coloured persons. 931 died of consumption, 109 of diphtheria, and 128 of inflammation of the lungs. 2,084 were children under five years of age. If we calculate the death-rate by the population in 1860, it gives a return of 1 in $38\frac{3}{4}$ for males, 1 in $52\frac{3}{4}$ for females, or a joint rate of a little under 1 in 45. By the census of 1860, 44 white and 44 coloured persons were returned in this city as being over 90 years of age.

There are nineteen banks, with an aggregate capital of about 12,500,000 dollars; three savings banks; three marine insurance companies, with an aggregate capital of 1,000,000 dollars; and sixteen fire and life insurance companies. There are 161 churches, including those for coloured people. Of these, 21 are of the Protestant Episcopal, 15 of the Presbyterian, 20 of the Roman Catholic, 44 of the Methodist Episcopal, and 9 of the Baptist, denominations. The city possesses six markets. The Fire Department, both for economy of management and efficiency of action, is a model of its kind. It consists of seven steam fire-engines, and two hook and ladder companies, with 114 officers and men, and 32 horses. The expenses of the department for the past year were 38,569 dollars for salaries, and total amount 66,058 dollars. The total loss by fire is estimated by the chief engineer at 71,385 dollars, being 92,000 dollars less than in 1864, 60,000 dollars less than in 1863, and 250,000 dollars less than in 1860. Only two houses—one a carpenter's shop, the other a sash factory—were completely burnt. It is astonishing to see the rapidity with which the engines arrive at a fire, ready to go to work at once. This is owing to the fire-alarm telegraph which is laid throughout the city, with signal boxes at convenient distances.

The total bonded and guaranteed debt of the city of Baltimore amounts to 21,531,995 dollars 82 cents, against which must be placed 16,003,163 dollars 23 cents in "securities of undoubted guarantee," 1,625,089 dollars 62 cents accrued sinking fund, and 2,194,561 dollars of unproductive securities. The total amount of taxes collected during the past year, including arrears, was 1,632,750 dollars.

Intimately connected with the city of Baltimore and its past and future, is the Baltimore and Ohio Railroad. This road, running from this city to Wheeling, is 379 miles long, not including the Washington and North-west Virginia branches. For judicious economy of management and comparative freedom from accidents, it can favourably compare with any road in the country. Several new lines that are to be built by, and in connection with it, cannot fail to add to its business. A line from Point of Rocks, on the "main stem" to Washington, will shorten the distance between the capital and the west forty-six miles. The Company

is also proposing, in conjunction with other parties, to build a line from Cumberland to Connellsville in Pennsylvania, by which means their road will be brought into direct communication with Pittsburgh, and that important city would be brought seventy-two miles nearer to Washington. In connection with these two proposed new lines, it is understood that measures will be promptly taken to complete a railroad from Cleveland, *via* Youngstown, to Pittsburg, by which the north-west will be brought eighty-four miles nearer the capital than by any other existing line. All these alterations and improvements must necessarily, more or less, indirectly tend to the advantage of Baltimore. It is proper, in connection with this, to mention that the distance between New York and Cincinnati, by the shortest route, is 861 miles, and between here and the latter city it is only 586. While Cumberland (Maryland) steam-coal costs, in New York and Boston, from 10 to 14 dollars a-ton, it is here sold at 7 dollars. The Baltimore and Ohio Railroad has an equipment of about 300 locomotives and 4,000 cars, and, in addition to its other freight, frequently brings down upwards of 2,500 tons of coal a-day.

The State of Maryland, though of comparatively small size, is rich both in an agricultural and mineralogical point of view. It contains 4,835,571 acres of land, of which, in 1860, 3,002,267 were in an improved, and 1,833,304 in an unimproved, condition. The number of farms was 25,494; their average size 190 acres. Their cash value was estimated at 145,973,677 dollars. The principal crops grown are wheat, Indian corn, and tobacco. These produced respectively, in 1860, 6,103,480 and 13,444,922 bushels, and 38,410,965 lbs. Previous to the war, the labour employed in the lower counties on both sides of the Chesapeake Bay, where the tobacco is grown, was almost exclusively that of slaves; in the other portions of the State it was of a mixed character. The tobacco-planters are complaining very much of the scarcity of labour, most of their old hands having left them. They have to depend almost entirely on coloured labourers, the tobacco lands being, as a rule, very unhealthy. They are now paying about 9 dollars a-month, with rations. In the upper portions of the State, where labour is of a mixed character as to colour, 12 and 13 dollars a-month, with rations, is paid.

Coal holds the first place in importance amongst the mineral productions of the State of Maryland. There are three distinct fields or basins. The first, in fact the only one at present worked, is the Potomac, or Cumberland Coal Field. It is some 50 miles long, by from 5 to 9 miles broad, with an average thickness of 14 feet. The coal is of excellent quality, being very free from gas, and admirably adapted for making steam. The second region, at present unworked, is the Meadow Mountain Coal Field, with an area of 50 square miles. It is believed to be about 6 feet thick, and is of a very good quality. The proposed line of railroad to Connellsville will tap this field. The third basin is styled the Yonghioghny, from the river of that name, which runs through it. It is untouched, but is believed to be over 50 square miles in extent, with a thickness of over 10 feet. The quality of the coal is the same as that of the Meadow Mountain basin. The production of coal in 1865 from the Cumberland basin is estimated at 903,495 tons, being 245,499 tons in excess of 1864. Of the foregoing, the following amount came by the railroad:—

	Tons.
Quantity sent through to Baltimore	503,689
Delivered on line of road. . . .	51,239
Taken for use of Company	175,277
Delivered at Baltimore for three steamships . .	16,000
Total.	<u>746,205</u>

The balance, except 20,177 tons taken for local consumption, was delivered to the Chesapeake and Ohio Canal.

It is estimated that the railroad will bring down this year not less than 1,000,000 tons. The present rate of freight is 4 dollars 20 cents per ton.

Since the commencement of the Cumberland coal-trade in 1842 down to the present time, show an aggregate of 9,349,724 tons,—6,416,010 by the railroad, and 2,933,714 by the canal.*

The miners are paid 75 cents a-ton; and a good hand will break five tons a-day. They are principally Irish, Scotch, and Germans.

Iron ores exist in great abundance throughout the State, and have, at various times, been extensively mined. Carbonate of iron, brown hematite, and bog-ore are the kinds most in use. Veins of magnetic oxide and specula oxide of iron are known to exist, but have not been worked.

There are several copper mines in Maryland, and the ores of some of them are very rich; but, unfortunately, these mines have been hitherto worked with a view to stock speculations rather than to a proper development of the property, and no positive opinion can yet be formed as to whether the ore exists in sufficient quantity and depth to render its working a profitable business.

Extensive deposits of chrome ore have been found, and large fortunes made by those engaged in mining it, and in the manufacture of bichromate of potash. Traces of lead, zinc, manganese, and emery have also been found, but it is not known whether any quantity of them exists.

Dr. Tyson, who was State Agricultural Chemist in 1862, reported in that year, in his annual review, that he had seen on the River Patuxent a large bed of tripoli, or rotten-stone, from 5 to 30 feet thick, which he represents as being of superior quality. The rotten-stone imported from Europe costs 3 cents a-pound in gold; so that, if Dr. Tyson be not mistaken, the working of the deposit he mentions ought to be a lucrative undertaking.

The State expenses for the past year were 3,125,565 dollars 53 cents, of which amount 1,762,420 dollars 88 cents were for soldiers' bounties.

The receipts during the same period were 3,558,491 dollars 53 cents, and were made up as follows:—

					\$	cts.
Public School Tax	..	..	..	..	248,742	26
Proceeds of Loan	..	..	..	..	830,745	81
„ Taxes, &c...	..	..	..	..	1,602,104	13
Balance in Treasury, 30th September, 1864..					876,899	33
Total					3,558,491	53

The total amount of indebtedness of the State of Maryland is 14,780,201 dollars, against which there is a sinking fund of about 5,000,000 dollars.

Baltimore, February 6, 1866.

* It may be mentioned in connection with this subject that, in addition to the supply from her own State, Baltimore draws annually from Pennsylvania about 180,000 tons of hard coal. During the past year, however, owing to strikes among the miners, and damage done to the canals, the total amount was only some 150,000 tons. This coal has cost during the year from 9 dollars 50 cents to 13 dollars per ton.

GEORGIA.

Report by Mr. Consul Smith upon the Trade of Georgia for the Year 1865.

ALTHOUGH political subjects, as a rule, are not permitted to appear in the commercial reports sent in to Government, Her Majesty's Consul at Savannah, in order that a clear picture may be limned, begs leave to touch very slightly upon the general situation of affairs in Georgia at the date of his arrival at Savannah* to re-establish the British Consulate, which had been inoperative since October 1863.

In June 1865 Georgia was under martial law, and the ports of the State were closed to foreign commerce. Various causes had combined to drain the resources of the country. What the requirements of the Confederacy had left untouched was destroyed by the martial necessities of the Federal forces. The medium of circulation—the Confederate paper currency—had suddenly, at the commencement of the year, been deprived of all value; and, in short, the country was prostrated.

Matters, however, were ameliorated by the ports of Georgia being once more opened, on the 1st of July, to the commerce of the world, and between that date and the 31st of December last, there entered 31 British vessels, whose total capacity was 11,928 tons, and the numbers of the crews 378. During the same six months there cleared 12 British vessels, whose aggregate tonnage was 3,297, and the number of men employed 114.

With respect to shipping of foreign nations, no vessels entered or departed except under the United States flag, and as no records are kept or published for general information, and the Customs authorities consider themselves prohibited from furnishing to the Consul the requisite items from their records, it is not practicable to draw up statistics upon this point, or upon the values of the exports and imports carried in American bottoms. There are, however, no less than five different lines of steam-vessels plying in the coast-trade between New York and this port, some with weekly, and some with semi-weekly departures and arrivals; a weekly line of steam-vessels to Philadelphia, another twice a-week to Charleston, and another, semi-weekly, to ports upon the Florida coast; and, from a careful examination made of the various steamers, since the establishment of the respective lines of communication, the approximate tonnage of the arrivals and departures of the vessels, as a total, amounts to 160,325 tons up to 31st December last.

One of the public prints of this city recently announced that, from an official source of authority, "the entrances at the port of Savannah coast-wise, during the quarter ended December 31st, were 264 vessels, with a tonnage of 100,562 tons, and crews numbering 4,018 men. The clearances during the same time have been 265 vessels, 99,836 tons, and employing 4,017 men."

Besides these coasting steamers, this port enjoys a considerable river-trade. The stream of the Savannah is navigable by a certain description of light draught steam-vessels and flats up as far as Augusta, a distance of, say 300 miles. There are so many difficulties in the way of arriving

* June 16, 1865.

at anything like an estimate of the tonnage employed in the river trade, which is for ever shifting in its proportions, that in this present report Her Majesty's Consul can only allude to the fact of his own knowledge, that 18 steam-vessels were plying on the Savannah, at the close of 1865, between this port and Augusta, each vessel, on an average, having the capacity to bring down on freight 360 bales of cotton.

With regard to tonnage dues and pilotage, the late struggle induced a very unsettled state of affairs. The licensed pilots at present attached to the port are scattered about, some being permanently employed on board the coasting steamers, a few are available for the actual service of the port, and two pilot-boats only are now on duty off the river, where, weather permitting, they are on the look out for ves-els. Up to the end of 1865 no Commissioners of Pilotage had been reappointed, the old Board had long ceased its functions, the pilot schooners which existed before the war had, during the struggle, been sunk in the river for the purpose of defence, and the whole system needs thorough revision and reconstruction. It is, however, understood that the department is immediately to be put in order, and that the old tariff of charges for pilotage is to be modified. To give an idea of the scale of those charges, examples are hereunder given, which show the differences made in favour of vessels of United States ownership as compared with those flying other flags. Thus,—

			\$	cts.
An American vessel drawing 6 feet water pays	..	..	12	96
A British or other vessel of the same draught	..	..	19	44
An American vessel drawing 12 feet	..	..	30	96
A British or other vessel of same draught	..	..	46	44
An American vessel drawing 15 feet	..	..	49	14
A British or other vessel of same draught	..	..	73	71

These charges are from the bar off Tybee Island to the wharfs at the city.

An uniform charge of 38 dollars is made for dropping vessels from the city to the mouth of the river.

A steam-tug is employed in towing vessels of all descriptions up and down the river; and ships which, when loaded, draw more than 14 or 15 feet cannot lie alongside the city wharfs, or docks, as they are here termed. But when the cargo on board submerges the vessel to that depth, the vessel has to be moved down the stream to Venus Point, eight miles below Savannah, and the remainder of the loading, if any, must be put on board from lighters.

The greatest part of the obstructions to the navigation of the river, which were devised for the security of Savannah while belonging to the Confederacy, still remain in position. Vessels were sunk, stakes were driven in, and various measures were adopted to hinder the passage of hostile craft; therefore, very careful pilotage is still required by all ships coming up the river, as in many places the available channel open for passage is not more than sufficient to allow one vessel to pass at a time. The United States Government, however, have taken the matter in hand, and a surveying vessel has been of late busily employed in examining the nature and extent of the obstructions in the stream, with a view to the removal thereof. At the same time it is believed that the commander of the surveying ship has been instructed to report upon the condition of the beacons and lighthouses in the river and its mouth, which, up to the present date, remain in darkness, having been extinguished during the war. Indeed, the whole of the beacons on the Georgia coast shared the same fate, and are still useless, as will be perceived by the following list.

Tybee.	}	Extinguished.
Tybee Beacon.		
Savannah River:—		
Tybee Island Knoll Light-vessel.		
Cockspur Island Beacon.		
Oyster Beds Beacon.		
Fig Island Beacon.		
The Bay.		
Sapelo.		
Beacon.		
Wolf Island Beacons.		
St. Simons.		
Little Cumberland Island.		

No ship-building is carried on at Savannah beyond the construction of lighters or flats, and such small craft for the river trade, and no facilities exist for repairing vessels which have become injured in their hulls. This want of apparatus for heaving down is a great drawback. For instance, the British brig "Resolute," in November last, struck on the shoals off Doboy Inlet, and was much damaged in hull and rigging. After a time she got off and reached Savannah, where, there being no means to repair her bottom, and her state not being sound enough to permit her to risk a voyage during the winter to New York or a northern port, she has been laid up here, and will have to wait for calm summer weather before putting to sea in search of a place where she may be repaired.

No tables of imports and exports, as previously mentioned, have been published for the last year; and as the collector of United States Customs could not furnish to Her Majesty's Consul, without express sanction, such items which are only to be obtained from the Customs department, it is not practicable to transmit to Her Majesty's Government the amounts and values of goods and produce arriving at and shipped from this port.

The cargoes, however, which were imported into Savannah during 1865, in British vessels, amounted to 12,670*l.*, and the cargoes exported in ships under that flag, during the same period, reached a total of 149,100*l.*

Of the imports which came to this place from England, the chief items were coal and salt. The former sold here, duty paid, at an average of 13 dollars currency, say 1*l.* 17*s.* 6*d.* per ton; while the salt was disposed of, duty paid, at an average of 3 dollars, say 1*s.* 10*d.* per sack, 10 sacks being computed to the ton. The coal is used for fuel, partly for gasworks and for furnaces for driving steam machinery, and can be disposed of at a price more moderate than the hard or anthracite coal native to the United States. Liverpool salt was in former years most extensively used in curing the meat which every planter then prepared for the consumption of his labourers and domestic hands. The Consul has heard that there was difficulty in disposing of the last batch received, on account of the still disturbed state of the labour market, and consequent inactivity of the cotton and rice planters. A small quantity of pig iron found a market here at remunerative prices. Medicines and drugs, such as camphor, myrrh, gum arabic, borax, &c., were introduced in moderate parcels. From the colonies of Great Britain, the only kind of produce native to those countries which was imported here was fruit, which, being duty free, reached this city from the Bahamas in small vessels not exceeding 150 tons each, and appeared to be disposed of at fair profits. English beer and foreign wine were imported in English ships, both from England and from Nassau, but were in small demand, the extreme tariff of duties imposed operating most disadvantageously against the sale of such luxuries.

Manufactured tobacco, in the shape of cigars and cigarettes, brought over from Cuba, was in good demand; but here again the extraordinary

duty imposed prevented the cigar consumer from indulging to that extent which he would do were the revenue dues mitigated ; and the high tariff imposed, as is usually found to be the case, has introduced an extensive system of smuggling, to check which it has been found necessary to attach a revenue cruiser to the Customs department of Georgia.

The coasting imports were very numerous and of great value, as may readily be imagined when it is stated that the markets in this State are all but entirely dependent upon the North for everything needed : thus clothing, machinery, hardware, hay, oats, linen and woollen manufactures, leather manufactures, bricks, glass, and other building materials (except timber and slates), all groceries and flour, even sometimes vegetables and meat, were imported into Savannah, and thence spread over Georgia during the past year. As a rule it may be observed that nothing of consequence was raised in Georgia during 1865, owing to the unsettled aspect of affairs ; and the question how these imports were all paid for is one which seems to Her Majesty's Consul most difficult to answer. The Confederate paper became worthless when the hostile forces held the country ; the amount of bullion secreted is known to have been but trifling ; a great portion of the cotton was seized by the United States authorities ; and the only suggestion which the Consul can make, is, that the moment the Federal forces were in possession of the State, and communication was reopened between the ports thereof and the North, northern speculators hurried down and continued up to the end of 1865 to flood the market with goods, and probably disposed of the major portion upon credit, the difference being made up by such cotton as escaped destruction or detention at the hands of the United States forces.

It should be remembered that the average production of cotton in Georgia, before the war, reached 400,000 bales. Up to December 31, 1865, the total amounts received in Savannah (which is the export port of the State, and to which all cotton from the interior and coast is sent), were 4,437 bales of Sea Island (the best description, or long staple cotton), and 88,839 bales of Upland, or short staple cotton. This statement, however, applies only so far back in the year as September 1, 1865, which is always termed the commencement of the cotton year, as it is the date when the crops, having been gathered, begin to reach the market. It is difficult to obtain any definite information as to the amount brought down prior to September 1, but in almost all cases the cotton was that seized by the United States authorities, and consequently valueless to the producers to exchange or sell. The tax too which was levied upon all private cotton for sale, 25 per cent. on the value (which tax was only superseded about July by the internal revenue impost of 2 cents per lb.), was a virtual prohibition to all commercial dealings in the staple. Of the 93,276 bales received, 80,474 have been exported : that is to say, exported from the port of Savannah, not from the country, a small proportion only having found its way direct to England, the chief part having been sent to the New York market.

The prices of the different degrees of cotton have averaged, for good qualities, Sea Island, 1 dollar per lb. ; Upland cotton, 40 cents.

Pitch pine timber forms the other principal commodity for exportation from Georgia. There exist no statements enabling the Consul to place before Her Majesty's Government the total measurements shipped during the past year ; but only one entire cargo, about 12,000 cubic feet, was sent to England. Some of the English vessels, however, which arrived at the port took on board a small quantity of timber, and filled up over this with cotton, the prices gained in the Liverpool market proving very remunerative. The last quotations at Savannah are for choice lots 23 dollars per thousand feet, broad measure—that is to say, the length multiplied

by the breadth, and then by the thickness—and for extra lengths from 24 to 28 dollars currency.

One or two small cargoes were sent away from Darien, on the Sapelo River, to New York, and one or two to South America.

Lumber found a fair demand and the supply was not able to keep pace with it. Orders were chiefly for the West Indies, and averaged 45 dollars per thousand feet, broad measure.

Of the mines which were formerly worked, the principal ones were the Ducktown Copper Mines, and the Etowah Iron Mines, in the north-west portion of the State; but the machinery and plant, furnaces and tools, were all destroyed by the Federal forces, and the works still remain un-restored to activity. The only operation in existence is the Blancheville Slate Company, which is just commencing to invite orders for slates for roofing and other purposes.

A small quantity of Osnaburghs shirtings and sheetings were manufactured at Augusta. Beyond this there seems to have been no domestic industries worth naming.

The railroads which intersected Georgia, prior to the war, comprised various routes:—From Atlanta to Augusta, 171 miles; Atlanta to West Point, 87 miles; Savannah and Gulf Railroad (to the south-west), 190 miles; Atlanta to Macon, 103; Macon to Columbus, 100; Macon to Albany, 103: say 1,000 miles. At the close of the year the only portions of this network which had been renovated and used for traffic were from Savannah to Millen, thence to Augusta (all but a gap of some 20 miles), in distance 130 miles. The Gulf or South-Western Railroad was almost ready for traffic, but the depôts and termini were still in a state of sore decay.

The population of Georgia, before the war, was estimated at nearly 1,400,000 souls; and it is the belief of those who have turned their attention to such matters, that nearly one-fourth have been sacrificed in the attempt to separate from the Union; but this is a mere conjecture, and is grounded on observation only, not upon census or other returns.

In concluding this report, Her Majesty's Consul begs to be permitted to remark that there appears to him to be every disposition on the part of the white inhabitants to make the best of the position in which they were placed at the close of the civil strife, but the difficulties which are still in their way are not to be lightly passed over. The sudden emancipation of the slaves whom they had previously held in servitude has deranged, in a most unmistakeable manner, the whole economy of the labour market; and up to the end of the year no entirely satisfactory relations had been established between the new freedman and his late owner. Whether it was from an exalted idea of his freedom, or from the effect of the novelty of the situation of being his own master, the negro, as a rule, decidedly refused to enter into any engagements to prosecute field labour, even when very liberal terms were offered to him. This state of things, added to his propensities to squat upon the lands of his late owners, and failing that, to herd into the towns and villages, there to become a charge upon the Freedmen's Bureau (a department under care of which all these freedmen were placed), at length necessitated the issue of an order by which, after the 10th of January, 1866, those negroes who decline to accept fair terms which may be made to them will be obliged unless they can show that their refusal arises from better terms having been put before them, to accept such service and make such contracts as the Staff of the Bureau deem fair and reasonable.

It is to be hoped that this interference on the part of the Freedman's Bureau will check the further advance of the idleness and vagabondage which are now so rife among the late slave population, and that they

will be brought to perceive that their freedom entails duties as well as enjoyments.

The introduction of capital is an imperative necessity, in order to reconstruct the plantations. Such capital may or may not come from the Northern States ; but the operation of the usury laws, which fix an arbitrary rate of interest (7 per cent.), deprive the State of free trade in money. It is perceived on all sides that this obstruction to the introduction of foreign capital must be removed, if the Legislature wish to encourage the growth of cotton and those other industrial occupations which flourished in Georgia in her days of peace ; and Her Majesty's Consul has been informed, that in all probability the usury laws will be repealed during the immediately forthcoming session of the State Legislature, and that every facility will be offered to accelerate the influx of money at any rate which it may command in this market.

Savannah, January 20, 1866.

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HANS TOWNS.

BREMERHAVEN AND GEESTEMUNDE.

Report by Mr. Vice-Consul Schwoon on the Trade of Bremerhaven and Geestemünde for the Year 1865.

Shipping and Navigation.—The shipbuilding during the last year has been considerable. There have been built—

	Vessels.	Burthen.
		Lasts.
In the Ports on the Weser, for Bremen ..	21	7,060
In Foreign Ports	2	2,313
Bought	12	4,505½
Total	35	13,878½

There have been sold and lost 43 vessels, of 9,226 lasts burthen; which shows a decline in number of 8 vessels, and increase of tonnage of 4,652½ lasts. The number of Bremen vessels, on the 11th of January, 1866, amounts to 295, of the burthen of 110,234½ lasts, of which 11 are iron steamships, 66 ships, 149 barques, 32 brigs, 18 schooner barques, 12 schooner brigs, 7 schooner galliots.

The following is a comparison of Bremen vessels during the last ten years.

	Vessels.	Burthen.	Average Tonnage.
		Lasts.	Lasts.*
1866	295	110,234½	374
1865	303	105,281	347½
1864	307	104,881	342
1863	277	91,072	329
1862	253	82,868	328
1861	257	88,375	321
1860	262	82,446	322
1859	279	90,602	325
1858	279	83,083	298
1857	271	76,178	281

The number of Oldenburg vessels on the Weser amounts to 189, of 25,713 lasts, which are chiefly employed in the Bremen trade. The number of Hanoverian vessels on the Weser is 69, of 14,425 lasts.

The emigration from this port during the last year has been larger than that of the last seven years, and amounts to 44,181 persons, of whom 38,686 proceeded to New York, 4,749 to Baltimore, 666 to New Orleans, 61 to Galveston, and 19 to Buenos Ayres.

* One rye last, 4,000 lbs., of which 2,082 lbs. is equal to one ton English.

The following is a comparison of the emigration during the last ten years.

	Number of Persons.	Number of Vessels.
1865	44,181	128
1864	27,486	87
1863	18,022	85
1862	15,019	84
1861	17,300	104
1860	30,296	174
1859	22,011	146
1858	23,177	162
1857	49,448	237
1856	36,483	185

Ships carrying less than twenty passengers are not under the emigration laws, and are not counted in the above number.

The number of vessels arrived in 1865 amounts to 2,608, of which were—

	Vessels.	Burthen.
From Ports in Europe ..	2,200	Lasts. 166,955
From Transatlantic Ports ..	408	151,305
Total	2,608	318,260

Of which were—

	Vessels.	Burthen.
		Lasts.
British	121	26,120
Belgian	2	237
Bremen	419	170,429
Danish	14	1,528
French	9	735
Hamburgh	31	4,169
Hanoverian	959	38,014
Hawaii	5	1,217
Dutch	292	17,531
Italian	1	201
Swedish	21	3,823
Spanish	32	5,090
Lubeck	1	130
Austrian	1	194
Portuguese	9	1,160
Russian	5	941
Mecklenburg	1	200
American	11	6,515
Norwegian	25	2,615
Oldenburg	401	27,070
Prussian	47	3,232
Schleswig-Holstein	201	7,109
Total	2,608	318,260

These vessels arrived from—

	Vessels.	Burthen.
		Lasts.
Great Britain	391	79,827
Hanover	317	5,493
Oldenburg	253	5,131
Heligoland	5	83
Hamburg	209	15,046
Schleswig-Holstein	117	2,254
Lubeck	8	207
Mecklenburg	46	1,197
Prussia	233	8,545
Russia	183	18,785
Sweden	17	1,490
Norway	226	12,278
Denmark	3	63
Holland	89	6,341
Belgium	29	2,198
France	29	2,890
Spain	13	1,895
Portugal	13	1,310
Italy	10	650
Austria	4	353
Turkey	5	919
Greenland	3	502
British North America	3	760
North America	131	90,986
Mexico	3	347
Central America	3	782
New Granada	35	4,422
Buenos Ayres	2	350
Brazil	47	7,080
Venezuela	10	925
Cuba	77	16,497
Jamaica	12	1,400
Turk's Island	1	102
Porto Rico	17	2,035
Africa	1	126
British East India	21	10,155
Dutch East India	4	1,975
Sandwich Islands	4	1,165
Hayti	3	393
Azores, &c.	8	820
Asiatic Turkey	2	204
Burmah	20	10,036
China	1	216
Total	2,608	318,260

Trade and Commerce—The chief articles and quantities imported at Bremerhaven and Geestemünde during the last year, ending on the 31st December, may be computed as follows:—

Cotton and cotton ware, about 55,000 lbs., chiefly British direct, and from Hamburg.

Fine and common salt, about 600 tons, direct from England and Portugal.

Coals and cinders, about 25,000 tons, direct from England and interior of Germany.

Bar and hoop iron, iron ware of all descriptions, and machinery, about 1,500 tons, chiefly British; each quantity not ascertainable.

Yellow metal, about 400 tons, direct from England.

Coffee, about 160,000 lbs., from Bremen, Holland, and Hamburg.

Sugar and molasses, about 150,000 lbs., from Bremen and interior of Germany.

Rice, about 2,500,000 lbs., from the East Indies, England, and Bremen.

Wine and spirits, about 15,000 gallons, from Bremen and Holland.

Deals, planks, and timber, a great quantity from the Baltic, Canada, and Norway; particulars not ascertainable.

The export articles have hitherto been very small; only a small quantity of corn and some cattle, partly from the interior of Germany, has been shipped to England; particulars not ascertainable.

Towards the latter part of the year, a considerable quantity of beet-sugar from the interior of Germany has been shipped to England, which appears very remarkable. The quantity, not ascertainable, may amount to 1,000 tons.

The Greenland fishery, in which three vessels were employed, has not been successful.

A new law and regulations concerning the time in which vessels are to be discharged, and the mode of paying freight, have been taken into consideration, and will no doubt be issued this year.

A new treaty between the Zollverein and Bremen has been agreed on, and will no doubt facilitate the mode of sending goods into the States of the Zollverein.

Bremerhaven and Geestemünde, not being exchange-places, the rates are regulated after those of Hamburgh and Bremen.

Agriculture.—Not much can be said under this head, as hardly any agriculture is existing in this district. The crops in the lower part of the province, consisting of rye, wheat, oats, barley, beans, and potatoes, have been good, and, in general, satisfactory.

Population and Industries.—The population of Bremerhaven and Geestemünde amounts to upwards of 12,000, and is increasing fast; and although they are at present only unloading ports for Bremen, there is no doubt they will, after years, become large commercial cities. The greater part of the people are employed in the commercial way and in ship-building.

Public Works.—Three large docks and five dry docks at Bremerhaven and Geestemünde are now completed. Vessels of large tonnage, and up to a draught of 22 feet, may enter with safety, even in the midst of winter. Powerful tow-boats are always ready for service at moderate charges. The dock dues are very low, only 6*d.* per ton. per month. The railway is completed, and enables merchants to send goods from all parts of Germany direct to the seaports.

General Remarks—There is nothing particular to remark for the last year.

Bremerhaven and Geestemünde, January 30, 1866.

HAMBURGH.

Report by Mr. Consul-General Ward on the Trade of Hamburg for the Year 1865.

THE past year, like its predecessor, has been an exceptional one in regard to the course of trade in Germany, as well as in other European countries. It is true that within the first half of the year the blessing of peace was restored to the United States of America, but the consequences of several years of civil war in that country have still continued to operate, and it is believed here that much further time must elapse before the commercial relations between Europe and America can be brought back to their normal state. The enormous amount of paper money not convertible which still circulates in the United States, and the still extravagant rate of gold-agio prevailing there, are considered to endanger the security of all transactions in the American markets; and until the Government of the Union shall succeed in replacing the public credit and finances upon a solid basis, there appears little hope of prices falling to their natural and reasonable level. Hamburg, like other great European ports, has felt sharply the effect of the cotton crisis in America, and its money market has been much disturbed by the large sums which, during the civil war, have been invested on German account in American state bonds and Government securities. Those investments are, without doubt, a primary cause of the tightness of money and high rate of discount which have prevailed at Hamburg for some months past. Nothing like a financial crisis has, however, been experienced here, and very few bankruptcies have been declared in the course of the year. Many of the merchants had already realized such large profits from the high prices to which certain articles had been raised by the American civil war, that they could well afford to bear the reduction of prices which has since supervened. This has been particularly the case in respect to cotton wool and cotton manufactures of every description. The large stocks which stagnated in the warehouses five years ago have been gradually cleared off; and the owners have not only realized their capitals, so long locked up, but have been taught to prepare themselves for a more natural course of business, with moderate returns. The merchants of Hamburg appear to entertain great doubts whether the actual high prices of cotton can long be maintained; and the uncertainty of the future supplies of that article, added to the pressure upon the money markets, has for some months past tended to induce caution, and to limit the speculations in American produce to little beyond the necessities of the consumer.

With regard to the other branches of trade unconnected with America, the transactions of the past year present little novelty, and no important alteration in the course of business is discernible. The number of sea-going ships which arrived at Hamburg in 1865, more especially of the ships coming from transatlantic countries, has exceeded the average number of arrivals in the previous five years. The number of ships belonging to the port of Hamburg has likewise increased, and is now greater than at any former period. The number of ships of all descriptions under the British flag which arrived within the year was

2,000, which exceeds the average of the five years preceding. Nor is there any reason to doubt that the proportion of the general trade of Hamburg, which is in British hands, continues at least equal to the average of former years.

The materials, partly official, partly private, from which this Report has been prepared, will be found classified under the usual heads. The Hamburg Government does not publish any complete statistical Tables either of trade or other occurrences until a late period of the year succeeding that to which they refer.

I.—SHIPPING AND NAVIGATION.

Sea-going Ships.—The number of sea-going ships, whether sailing vessels or steamers, which arrived at the port of Hamburg from all parts of the world in the year 1865 was 5,186; their total burthen, 543,735 commercial lasts; and the total number of their crews, 56,468 men. In the five previous years, the number of arrivals was—

	Ships Arrived.	Burthen in Commercial Lasts.	Number of Crews.
1860	5,029	420,573	49,791
1861	5,219	441,075	51,880
1862	5,083	433,274	51,245
1863	5,543	481,216	55,125
1864	5,012	465,909	50,616
Average of the five Years	5,177	448,409	51,731

The number of ships of every description which sailed from the port in the year 1865 was 5,186, of which 3,034 were laden, and 2,152 in ballast; and their total burthen was 540,666 commercial lasts. The number of ships in port at the beginning and at the end of the year respectively was—

American (North)	6
British	17
Bremen	2
Danish	6
French	4
Hanoverian	26
Hamburg	71
Holstein	22
Mecklenburgh	34
Netherlands	30
Norwegian	1
Oldenburg	1
Prussian	16
Swedish	2
Spanish	2
Total	240

The countries from which the sea-going ships arrived at Hamburgh in the year 1865 are distinguished in the following Table.

From Sandwich Islands	2
China	14
Philippine Islands	3
Dutch East Indies	3
Singapore and Baly Badong, British East Indies, and Bangkok	20
East Coast of Africa	3
Cape of Good Hope and Mauritius ..	1
West Coast of Africa	8
West Coast of America and South Sea ..	79
Argentine and Uruguay	6
Brazil	111
Venezuela	50
New Granada	3
St. Thomas, Porto Rico, and St. Croix ..	21
Hayti and St. Domingo	30
Cuba	54
Jamaica and Curaçao	4
East Coast of Mexico	22
United States of America	66
British North America	3
Russia	20
Mecklenburgh	4
Norway	81
Sweden	33
Prussia	50
Denmark, Schleswig and Holstein ..	230
Heligoland and Lower Elbe	589
Bremen and Weser	396
Oldenburg and Jahde	67
East Friesland	88
Netherlands	302
Belgium	68
Great Britain and Ireland	1,209
Ditto, Colliers	1,150
France	206
Portugal, Spain, Gibraltar, and Malta ..	86
Italy	75
Trieste and Venice	8
Ionian Islands and Greece	12
Turkey, Moldavia, Wallachia, and Egypt	9
 Total Number of Ships	 5,186
 Burthen in Commercial Lasts	 543,785
 Number of Crews	 56,468

Distributing the above-mentioned ships according to their nationality the following result appears.

America (North)	37
Belgian	1
Bremen	142
British	2,000
Chilian	54
Danish	54
French	171
Hamburgh	719
Hanoverian	804
Italian	4
Lubeck	3
Mecklenburgh	46
Netherlands	343
Norwegian	117
Austrian	1
Oldenburg	97
Portuguese	22
Prussian	48
Russian	9
Swedish	56
Spanish	41
Schleswig and Holstein	469
Venezuelean	1
Total	5,186

The number of steamers comprised in that of the sea-going ships which arrived in 1865 was 1,637, reckoning each steamer as a separate ship for each voyage; and of those steamers 1,130 came from British ports. But the actual number of steamers which entered the port of Hamburgh, without counting the particular voyages, amounted only to 168.

The proportion of the general trade of Hamburgh carried on under the British flag in 1865 exceeded the average of the previous four years by 87 ships, although the actual number was rather less than in 1864. The number of British ships of all description which arrived in 1865 was 2,000. In the preceding four years it was as follows:—

BRITISH Ships Arrived.

	Number.	Burthen in Commercial Lasts.	Number of Crews.
1861	1,929	224,655	25,351
1862	1,816	218,055	24,785
1863	1,868	234,915	26,114
1864	2,040	268,241	27,772
Average of the four Years	1,913	236,466	26,005

Of the British ships arrived, no less than 1,770 came directly from British ports, and of those, 890 were colliers. Of the remaining 270 ships, 73 came from transatlantic countries, and the rest from various ports in Europe.

Hamburgh and Altona Ships.—The number of sea-going ships belonging to the port of Hamburgh was, at the close of the last year, 539, and their total burthen 83,710 commercial lasts, including 22 steamers, of the burthen of 6,865 commercial lasts, and with 3,755 horse-power. The

number of ships registered at Altona appears to have fallen off, having at the close of the year been only 42, of the total burthen of 5,131 Holstein commercial lasts (of 5,200 lbs.), which is accounted for by several ships having been transferred to other flags.

A complete view of the sea-going ships trading with the Elbe can only be obtained by adding to the number of ships arrived at Hamburg those which entered the neighbouring ports of Altona and Harburg. The total of ships arrived from sea in the year 1865 will then stand as follows:—

	Number.	Burthen in Commercial Lasts.
At Hamburg	5,186	543,735
At Altona (67,322 Holstein lasts of 5,200 lbs.) ..	1,362	58,845
At Harburg (52,825 Hanoverian lasts of 4,000 lbs.)	756	39,619
Total of the three Ports ..	7,304	642,199

Elbe Navigation.—The traffic by river navigation on the Elbe above Hamburg has of late years greatly increased. In 1864 the number of river-boats which arrived at Hamburg and Altona from the Upper Elbe was 5,373, and that of timber-floats 217. The crews consisted of 17,679 men, and the weight of their cargoes, including the timber, amounted to 11,301,779 centners. The river-boats belonged exclusively to the river-bordering States, viz., Austria, Prussia, Saxony, Anhalt, Hanover, Mecklenburgh, Lauenburg, Lubeck, and Hamburg.

The winter of 1864 to 1865 having been rather a severe one, the Elbe was blocked up by ice for twenty-nine days in the early part of the latter year. In the course of 1864 the navigation was closed by ice for twenty-three days; in 1863 it was open through the entire year. Upon an average of the forty-four years from 1816 to 1860 the Elbe was closed by ice for forty-five days annually.

The tidal depth of water in the port during the year 1864 above or below the normal depth of the Elbe itself (viz., $14\frac{1}{4}$ feet), is thus indicated in Hamburg feet and inches:—

		Flood.		Ebb.	
		Feet.	In.	Feet.	In.
Highest Tide	..	+ 11	6	+ 4	10
Lowest ditto	..	+ 0	10	— 4	3
Average Tide ..	..	+ 7	1	+ 0	11

Marine Assurance.—The value of the property assured at Hamburg against sea-risks in the year 1864 was:—

		Marks Banco.
By Assurance Companies	..	451,024,200
Private Insurers and Agents ..	..	177,143,700
Total	..	628,167,900

The amount of the premiums paid to the Hamburg companies (twenty-two in number) upon the property assured by them was 6,096,810 marks banco, being at the average rate of 1.35 per cent. The assurance business

in 1865 is supposed to have rather fallen off, inasmuch as the stamp duties on policies effected in that year amounted to only 253,798 marks courant, whereas in the previous year the amount of the same was 259,525 marks courant.

Emigration.—The number of emigrants despatched from Hamburgh to transatlantic countries in 1865 exceeds that of any former year on record. It comprised 42,884 persons, of whom 37,212 were forwarded by direct ships, and the rest indirectly, by way of Hull and Liverpool. The emigrants came from the central and northern parts of Germany, and their destination was principally the United States. The number conveyed by the steamers of the Hamburgh-American Packet Company was 17,732.

The business of the last-mentioned Company appears to continue prosperous. The dividend paid to the shareholders for the year 1864 was 80 marks banco per share, or 8 per cent. upon the original capital of 1,925,000 marks banco, and the dividends for 1865 will, it is understood, be at the rate of 15 per cent. The Company has lately built at Southampton a new first-class steamer, the "Allemania," of 1,800 horse-power, making the seventh of its steamers running on the line between Hamburgh and New York. It has also in contemplation to construct a dry-dock in the Elbe for the reception of its ships when under repair; and if this plan should be carried out it may probably give the impulse to the construction of other docks on both sides of the Elbe, such establishments being as yet entirely wanting to vessels either under repair or discharging at Hamburgh.

II.—TRADE AND COMMERCE.

Imports in 1865.—The entire quantity of goods imported into Hamburgh in 1865 cannot yet be ascertained upon official authority, but there is reason to believe that it considerably exceeded the total imports of the preceding year. In 1864 the customs revenue, at the rate of $\frac{1}{2}$ per cent., *ad valorem*, yielded 1,143,754 marks courant, and in 1865, after having been reduced to $\frac{1}{4}$ per cent. *ad valorem* it yielded 771,657 marks courant, which would indicate an increase in value of about 35 per cent.

In respect of some of the leading articles of trade, the following particulars of the extent of their importation in 1865 have been obtained.

Articles.	Quantity.
Coffee (3,406 barrels, 768,870 sacks) = lbs.	101,100,000
Sugar (including Beet-root Sugar) "	48,012,203
Cocoa (14,050 sacks) = lbs.	1,650,000
Rice, direct from East Indies sacks	116,845
" indirect from London "	36,541
Currants "	4,500,000
Raisins, old { barrels	1,360
" new { chests	64,500
Almonds "	2,000
Sago lbs.	1,570,000
Honey { chests	11,818
Wax { barrels	318
Cotton-wool (chiefly through England) lbs.	1,600,000
Tea "	460,000
Dye-woods, viz.—	178,043
Campeachy Logwood quarter chests	27,435
Jamaica and St. Domingo ditto "	
Yellow woods "	
	11,750,000
	14,250,000
	5,500,000

Articles.						Quantity.
Dye-stuffs, viz.—						
Cochineal	..	..	..	..	{ sacks	1,890
Indigo	..	..	..	..	{ chests	110
Terra Catechu	..	..	..	..	..	3,280
Terra Japonica (671 baskets, 7,284 bales)	..	..	..	..	{ bales	960
					.. = lbs.	1,461
						2,000,000
Tobacco, viz.—						
Havannah	..	..	..	serons of 90 lbs.		20,167
Cuba	..	..	..	..	..	9,453
St. Domingo	..	..	..	..	..	9,030
Columbia	..	..	..	..	..	1,878
Porto Rico	..	..	..	bales of 180 lbs.		35,477
Brazil	..	..	..	..	..	35,569
Other sorts	..	..	..	..	..	14,701
Ditto	..	..	..	..	{ chests	5,762
					{ baskets	787
Hides and Skins	..	..	..	..	{ pieces	495,000
					{ bundles	9,200
Metals, viz.—						
Lead, chiefly German, about	..	..	..	centners		100,000
Pig Iron, Rails, and other manufactured iron					}	1,390,000
from England, Sweden, &c., about	..	..	..	..		
Copper from Chili, England, &c.	..	..	..	..	..	42,000
Zinc, about	..	..	..	..	..	320,000
Tin, Banca and English, about	..	..	..	..	..	1,000,000
Spirits, in general, about	..	..	..	..	casks	47,500
Northern Products, viz.—						
Train Oil	..	..	..	..	tuns	52,000
Rapeseed ditto	..	..	..	..	centners	37,000
Linseed, &c., ditto	..	..	..	..	barrels	16,150
Ashes	..	..	..	..	..	2,150
Tallow	..	..	..	..	..	520
Herrings, Scotch, and other	..	..	..	..	tuns	40,400
Whalebone	..	..	..	..	lbs.	72,000
Petroleum	..	..	..	..	barrels	44,300
Olive Oil	..	..	..	..	lbs.	6,800,000
Saltpetre, chiefly from Chili	..	..	..	..	..	1,210,000
Sulphur, raw	..	..	..	..	..	800,000

Wool Trade.—The wool trade continues to form an important branch of the regular commerce of Hamburg. At the beginning of the clip-season of 1865, the stock of wool in warehouse here had been almost entirely exhausted, and the low prices at the wool fairs in the interior gave rise to large purchases on Hamburg account, especially of combing wool and the finer sorts. Supplies for exportation came hither from Silesia, Austria, Hungary, and from the Hanoverian sheep farms. Considerable quantities of Cape and Austrian wool, and some parcels of East India wool, were also brought to this market indirectly, by way of London.

Cottons, Linens, &c.—As it is not yet possible to specify the quantities of British cotton or other manufactures imported in 1865, there is little more to be said under this head than that, in some parts of the year, the importations were brisk, but that, upon the whole, the sales were checked by the uncommon high prices. Throughout the year there was a steady demand here for German linens, such as cholets, platillas, ronans, creas and osnabrucks, as well as for listados and arabias, both of cotton and linen, for exportation chiefly to America. The cessation of the official accounts of exports since the year 1856 unfortunately makes it no longer practicable to state the exact quantities exported annually from Hamburg, either of linen or any other article.

Imports in 1864.—Reverting to the trade of the year 1864, it appears that the quantity of goods imported into Hamburgh from all parts of the world in that year, together with their weight and declared value, and the amount of customs duties levied at the rate of $\frac{1}{2}$ per cent. *ad valorem*, on such of the goods as were liable to duties, was as follows :—

Imports.	Quantity.	Value.	Duties.
	Centners.	Marks Banco.	Marks Banco.
By Sea	22,649,199	406,410,840	461,796
By Land or River ..	21,209,095	366,605,930	328,555
Total	43,858,294	773,016,770	790,352

These imports were greater both in quantity and value than those of any former year on record. The subjoined Table, compiled from the official returns, shows generally from what countries the goods were brought.

Imports.	Quantity.	Value.
	Centners.	Marks Banco.
By Sea, viz.—		
From Transatlantic Countries.	2,814,590	54,054,320
„ Great Britain and Ireland	13,671,240	252,577,680
„ other parts of Europe and the Levant. ..	2,556,905	48,737,440
By Land, viz.—		
From Altona	3,606,464	51,041,400
„ the interior by Rail and Land Carriage, and by River }	21,209,095	366,605,930
Total	43,858,294	773,016,770

By classifying and valuing the imports according to the general description of the goods, the following results are obtained.

IMPORTS.

	Articles of Consumption, viz.:—Colonial Produce, &c.	Raw Materials and Articles partly Manufactured.	Manufactures.	Artistic and Industrial Productions, viz.:—Books, Pictures, Porcelain, &c.	Bullion.	Total.
	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.
By Sea, viz.:—						
From Transatlantic Countries	27,994,520	23,702,910	90,810	2,019,950	246,130	54,054,320
„ Great Britain and Ireland	9,407,350	178,137,620	46,677,390	14,245,620	3,109,700	252,577,680
„ other parts of Europe and the Levant	25,294,000	16,524,010	2,940,470	3,883,250	95,710	48,737,440
By Land, viz.:—						
From Altona	26,047,470	17,044,280	2,589,270	2,430,700	2,430,700	51,041,400
„ the Interior by Rail and Land Carriage, and by River..	66,548,700	78,998,330	72,259,360	109,357,570	109,357,570	366,905,930
Total	155,292,040	314,406,150	125,557,300	62,521,470	115,239,810	773,016,770

A more particular specification of the goods imported in 1864 will be found in the subjoined Table.

Articles Imported.	Quantity.	Value.
	Centners.	Marks Banco.
Colonial Produce, viz.:—Coffee, Sugar, } Tea, Tobacco, Rice, Spices, &c.	2,228,644	69,078,700
Southern Fruits	676,487	7,783,070
Wine and Spirits	989,662	16,781,200
Corn, Grain, and Pulse	3,361,526	16,611,200
Hops, Potatoes, Carraway, &c.	707,724	3,443,510
Flour and Breadstuffs	700,314	4,263,470
Fish	188,761	2,248,710
Meat	1,220,072	22,654,620
Butter, Cheese, and Lard	231,215	12,277,470
Salt	274,417	200,090
Dye Stuffs	529,602	9,656,050
Drugs and Chemical Products	666,921	12,339,820
Metals and Ores	2,138,801	22,793,710
Stone, Earth, Coals, &c.	19,502,698	10,638,650
Hides, Skins, and Leather	339,232	26,026,820
Horns, Bones, and Animal Matter	1,529,379	18,085,620
Hair, Feathers, and Down	36,418	3,247,370
Train Oil, Tallow, Tar, Pitch, &c.	382,382	8,234,200
Oils and Oil Sediment	322,114	8,550,850
Oil Seeds and Oil Cakes	1,043,949	11,483,560
Wood for Building and Fuel	3,629,443	9,475,900
Canes, Reeds, &c.	173,101	1,494,210
Wool, Cotton, and Spinning Materials	839,373	90,986,780
Yarns:—Cotton, Woollen, and Linen	376,740	81,392,610
Manufactures of Cotton, Woollen, } Linen, &c.	398,768	125,557,300
Leather, Indiarubber Wares, &c.	19,500	4,633,470
Wood Wares	92,174	4,141,760
Printed Books, Pictures, &c.	15,311	3,154,510
Paper and Pasteboard	93,433	3,202,970
Glass, Porcelain, and Pottery	329,741	7,117,630
Iron Wares	335,846	6,475,760
Other Metallic Wares	23,428	4,222,700
Miscellaneous Articles of Industry	420,319	28,274,100
Candles, Soap, and Perfumery	28,641	1,298,570
Bullion and precious Metals	12,208	115,239,810
Total	43,858,294	773,016,770

British Trade.—The British trade with Hamburg in 1864 was greatly above the average amount of it in the preceding five years, both in weight and value. The quantity of British goods imported was, in fact, larger than that in any former year on record; so that the total value was enhanced not only by the rise of prices, but by the increased development of the trade. This will appear by the following Table of imports.

	Quantity.	Value.
	Centners.	Marks Banco.
1859	11,914,893	144,144,800
1860	12,588,276	164,402,060
1861	12,949,051	157,547,020
1862	12,480,439	163,454,000
1863	13,212,096	227,662,170
Average of the five Years	12,628,951	172,502,010
Year 1864.	13,671,240	252,577,680

Among these imports the leading articles are stated to have been the following.

IMPORTS into Hamburg from Great Britain and Ireland in 1864.

Articles.	Quantity.	Value.
Cotton Yarns and Twist .. centners	1,128,041	Mks. Banco.
Woollen and Mixed Woollen Yarn .. "	129,561	26,159,480
Cotton "	422,806	33,972,340
Furs and Peltry "	83	61,922,930
Linen yarn and Thread "	83,722	5,462,940
Coals and Cinders last	220,264	12,107,810
Indigo centners	6,894	4,717,470
Silk "	2,859	2,920,540
Sheep's Wool "	20,702	3,563,280
Leather "	..	1,934,990
Kip and Cow Hides, and Dry American Hides }	47,983	1,184,850
Pig and Forged Iron "	978,301	2,024,060
Linseed Oil "	81,996	3,366,490
Tea "	17,455	2,081,300
Raw Sugar "	63,939	1,766,130
Cotton Manufactures "	..	1,053,670
Woollen and Mixed Woollen Manufactures "	..	14,101,060
Various Manufactured Stuffs "	..	18,246,290
Linen and Linen Manufactures "	..	6,175,020
Machinery "	..	6,219,550
Fine Iron Manufactures "	..	5,033,640
Hard and Small Wares "	..	1,295,560
Earthenware and Pottery "	..	1,132,330
Coarse Iron Manufactures centners	35,603	620,500
Bullion and Coin "	..	394,830
		3,109,700

Market Prices.—The following is a statement taken from the official price-current of the market prices of some of the leading articles of trade at Hamburg at the close of the year 1865.

Articles.	Price.
Cotton, viz.:	
Georgia and other North American .. per lb.	21 to 22½ sch. banco.
Laguayra, Porto Cabello, &c. "	20½ 21½ "
Surat "	11½ 18 "
Bengal "	12½ 14 "
Plate, Tin, English per 225 trays	22½ 26½ mks. banco.
" Iron, English per 100 lbs.	8½ 10½ "
Lead, English, soft, in trays "	14½ 15½ "
" " " rolls "	14 "
" German, in trays "	19 "
White Lead, English "	17½ 18 "
" Dutch "	16½ 17 sch. cur.
Butter, Holstein, stubble per lb.	4½ 4½ sch. banco.
Cacao, Bahia "	10 12 "
" Caraccas "	5 5½ "
Coffee, Rio, ordinary "	8½ 11 "
" Java "	11 12 "
" Mocca "	8 mks. cur.
Cement, Roman per 360 lbs.	9 "
" Portland per 387 lbs.	45 60 "
Cigars, real Havannah, ordinary per 1,000	200 300 "
" superior ditto "	

Articles.				Price.	
Iron, English pig, No. 1	..	..	per 100 lbs.	2 $\frac{5}{8}$	mks. banco.
" Scotch pig, No. 1	..	..	"	2 $\frac{7}{8}$	"
" English bar, ordinary	..	..	"	5 $\frac{5}{8}$	"
" Stafford bar, ordinary	..	..	"	7	"
" Swedish bar, ordinary	..	..	"	8 $\frac{3}{8}$ to 9 $\frac{1}{8}$	"
Dyewood, viz.:					
Laguna Campeachy	..	..	"	5 $\frac{3}{4}$	5 $\frac{7}{8}$ "
Domingo	..	..	"	3	3 $\frac{3}{8}$ "
Dyewood, extracts of, viz.:					
Logwood	..	..	.. per lb.	11	4 $\frac{1}{2}$ sch. banco.
Yellow Wood	..	..	.. "	11 $\frac{1}{2}$	" "
Red Wood	..	..	.. "	14 $\frac{1}{2}$	15 "
Flax, hacked	..	..	per 100 lbs.	34	44 mks. banco.
" beaten	..	..	"	17	27 "
Beef, smoked, Hamburg	..	..	per lb.	8 $\frac{1}{2}$	sch. cur.
Hams, smoked, Hamburg	..	..	"	10 $\frac{1}{2}$	"
Corn on the spot, viz.:					
Wheat, Silesia, yellow	..	..	per last of 5,400 lbs.	125	130 dollars.*
" Anhalt, red	..	..	"	122	130 "
" Lower Elbe	..	..	"	118	130 "
Rye, Prussian Baltic	..	..	per last of 5,100 lbs.	120	125 "
" Mecklenburgh	..	..	"	120	129 "
Barley, Anhalt	..	..	per last of 4,800 lbs.	108	114 "
" Holstein	..	..	"	110	116 "
Oats, Mecklenburgh.	..	..	per last of 3,600 lbs.	80	84 "
" Lower Elbe	..	..	"	75	82 "
Peas, Prussian Baltic, yellow	..	..	per last of 5,600 lbs.	120	150 "
Beans	..	..	per last of 5,520 lbs.	134	136 "
Rapeseed, Mecklenburgh	..	..	per last of 4,800 lbs.	225	235 dollars.†
Flour, of Wheat for exportation:					
First sort	..	..	per 177 lbs.	20 $\frac{1}{4}$	20 $\frac{1}{4}$ mks. banco.
Second sort	..	..	"	19 $\frac{1}{2}$	19 $\frac{1}{2}$ "
Ship Biscuit	..	..	per 100 lbs.	12 $\frac{3}{4}$	16 $\frac{3}{4}$ marks cur.
Guano, Peruvian	..	..	per 2,000 lbs.	160	174 mks. banco.
Hides, Rio Grande, salt	..	..	per hide	6	7 "
" Rio Janeiro, salt	..	..	per lb.	3 $\frac{3}{4}$	4 $\frac{1}{2}$ sch. banco.
" East Indies	..	..	.. kips	5 $\frac{1}{4}$	8 $\frac{1}{4}$ "
Hemp, Manilla	..	..	per 100 lbs.	30	35 mks. banco.
" East Indies (Jute)	..	..	"	30	16 "
" Petersburg, clean	..	..	"	30	31 marks cur.
Resin, French, brown..	..	..	"	8 $\frac{1}{2}$	9 $\frac{1}{2}$ mks. banco.
" " yellow.	..	..	"	11	15 "
Oakum, best	..	..	"	24	25 "
Herrings of 1865	..	..	per tun	37	"
" Scotch, full, ditto	..	..	"	27	"
" Norwegian, fat	..	..	"	19	22 "
Copper, Russian	..	..	per 100 lbs.	74	86 "
" English manufactured	..	..	"	78	"
Leather, sole	..	..	per lb.	12 $\frac{1}{2}$	15 sch. banco.
" German	..	..	"	13	16 "
Rags, S P F F	..	..	per 102 lbs.	22 $\frac{1}{2}$	marks cur.
" H W	..	..	"	1 $\frac{1}{2}$	"
" cloth	..	..	"	12	19 "
Pitch, Archangel	..	..	per 300 lbs.	16	15 $\frac{1}{2}$ mks. banco.
" Swedish	..	..	per tun	17	"
Petroleum, refined	..	..	per 100 lbs.	29 $\frac{1}{2}$	30 $\frac{1}{2}$ "
Rice, Java	..	..	"	8	14 $\frac{1}{2}$ "
" Bengal	..	..	"	8	11 $\frac{1}{2}$ "
Clover-seed, Rhenish, red	..	..	"	44	49 "
Saltpetre, East India	..	..	"	19	20 "
Lard, Hamburg	..	..	per lb.	10	10 $\frac{1}{2}$ sch. cur.

* Dollars of 3 marks currency.

† Dollars of 3 marks banco.

Articles.				Price.	
Sulphur, refined	per 100 lbs.	7	to 7½	mks. banco.	
„ raw	„	5½	5½	„	
Soda, calcined	„	6½	7½	„	
„ crystallized	„	4½	5	„	
Coals (to be received on board) :					
Newcastle, steam	per last	34		marks cur.	
Sunderland, nut	„	29		„	
Welsh	„	42½		„	
Cokes	„	29		„	
Candle-Coal	„	38		„	
Tobacco, viz. Havannah, wrappers	per lb.	24	100	sch. banco	
„ Maryland and Ohio	„	8	10	„	
„ Hungarian	„	2½	9	„	
Tea, Congo	„	11½	52	„	
„ Souchong	„	15	42	„	
„ Pekoe	„	14	80	„	
„ Young Hyson	„	12½	38	„	
Brandy, Cognac	per 3 sixths.	75	130	marks cur.	
Arrac	per quart	3½	8	„	
Gin, Hamburg	per 20 quarts		17	„	
Raw Spirits (at 80 per cent. tralles)	„		19½	„	
Potato Spirits, rectified (at 89-90 per cent. tralles)	„	24	26	„	
Rum, Havannah	„		25	„	
Wool, Mecklenburgh	per lb.	21	23	sch. banco.	
„ Prussian	„	23	25	„	
„ Austrian	„	16	18	„	
„ Lambs'	„	20	30	„	
Zinc, Silesian, on the spot	per 100 lbs.	14½		mks. banco.	
Tin, Banca	per lb.	11½		sch. banco.	
„ English, in blocks	„	11½		„	
„ „ staves	„	11½		„	
Sugar, raw, Bahia and Maroin	per 100 lbs.	17½	21½	mks. banco.	
„ „ Cuba and Surinam	„	17½	18½	„	
„ refined, Raffinada	per lb.	4½	5	sch. banco.	
„ steam-refined	„	3½	4½	„	
Molasses, Hamburg	per 100 lbs.	9½	10½	mks. banco.	
„ English	„	10	14½	„	

Land-Carriage.—The traffic of waggons and other carriages through the city gates has greatly increased since the abolition of the tax formerly levied at the gates upon all sorts of carriages, as well as upon persons. In 1864 the number of waggons carrying goods on freight which passed in and out of the city was 4,485, and that of all other laden carriages so passing was no less than 372,404.

Railway Traffic.—The traffic of the two lines of railway terminating at Hamburg is likewise steadily increasing. The results of the Hamburg-Berlin line for 1864 were :—

Passengers	1,395,860
Goods, besides Cattle	centners 11,051,743
Prussian Dollars.	
Receipts	3,995,514
Expenditure	2,669,466
Surplus	1,326,048

The dividend paid to the shareholders was, letter A, 10 per cent., and letter B, 9 per cent. per annum. The original shares now stand in the market at the price of 155 per cent.

The results of the other line of railway from Kiel, with its branches, terminating at Altona, for the same year, were :—

Passengers	..	..	..	..	724,642
Goods and Cattle	..	..	..	centners	3,753,988
					Prussian Dollars.
Receipts	..	..	..	..	1,015,057
Expenditure	..	..	..	..	458,371
Surplus					556,686

The dividend paid by this railway for the year mentioned was at the rate of $11\frac{1}{3}$ per cent. per annum. The market price of the original shares is now 124 per cent.

Danish Transit Duties.—The cessation of the transit duties of one schilling Hamburg currency per centner, formerly levied by the Danish Government upon goods passing through the Duchies of Schleswig and Holstein, is no small relief to the commercial traffic of northern Europe. It was effected last year by Austria and Prussia, chiefly at the instance of the British Government.

Cattle.—The number of cattle brought to Hamburg was greater in 1865 than in any former year. The account of those conveyed by the Berlin and Hamburg Railway was as follows :—

					Heads.
Horned Cattle	..	..	..	..	22,558
Calves	..	..	..	..	11,702
Sheep	..	..	..	..	192,965
Pigs	..	..	..	..	209,007
Total	..	..	..	..	436,224

Exclusive of other cattle brought from Holstein and elsewhere. There are, unfortunately, no means of distinguishing what proportion of these animals was afterwards exported to foreign countries.

The resort of commercial and other strangers to Hamburg continues to increase. The number registered by the police, exclusive of artizans and servants, in 1865, was 118,780; and as the notices given apply not only to the person giving it, but to his whole family, the actual number of strangers arrived is supposed to have been four times the number registered, or 475,120.

Banking and Discount.—The banking and discount business transacted at Hamburg in 1864 was larger than it had been for several previous years. The number of bills of exchange payable at Hamburg which were discounted in that year, besides those made payable at other places, was 304,002, and the average term of each bill was taken at three months. The stamp duties levied upon these bills, at the rate of 100 marks courant duty upon 128,000 marks banco, amounted to 528,541 marks courant, which gives as the total approximative value of the bills drawn the sum of 676,532,000 marks banco. In 1865 the amount of stamp duties levied was 520,503 marks courant, which, at the same calculation, gives 667,587,878 marks banco as the total value of the bills drawn in the last-mentioned year. A monthly account of bill stamps is now published by the Government, so that the amount of bills in circulation can always be pretty nearly ascertained.

Bank of Hamburg.—The quantity of silver in bars lodged in the Bank of Hamburg fluctuated considerably in the course of the year 1865. On the 27th of April it had reached the highest point, viz., 13,687,021 marks banco; and on the 28th of December it had fallen to

the lowest point, viz., 5,276,788 marks banco. At the close of the year the assets of the bank were :—

			Marks Banco.	
Silver in Bars	..	..	..	5,276,788
Loans upon Silver Coin	..	..	..	5,453,270
" " Gold Coin	..	..	..	149,263
" " Copper Coin	..	..	..	10,603
Total	..	..	..	<u>10,889,923</u>

The Bank of Hamburg is now obliged by law to publish a weekly account of its stock of silver and other assets, for general information.

Joint-Stock Banks.—The transactions, debtor and creditor, of the North German Bank, in the year 1864, amounted to the large sum of 2,625,638,290 marks banco, and the net profit realized, to 1,309,924 marks banco, out of which a dividend of $7\frac{5}{8}$ per cent. was paid to the shareholders. For 1865 the dividend paid was 9 per cent., being 45 marks per share of 500 marks banco. The capital of this bank is 20,000,000 marks banco, in 40,000 paid up shares, of 500 marks each, of which 9,000 shares have been bought up by the bank itself. The market price of the shares is now 118 per cent.

The Union Bank of Hamburg also carries on business on a very large scale. Its total transactions, debtor and creditor, in 1864 amounted to 2,090,518,848 marks banco, and its net profits to 372,904 marks, out of which the shareholders received a dividend of $7\frac{2}{3}$ per cent. The dividend paid for 1865 was $8\frac{1}{3}\frac{1}{2}$ per cent. being 3 marks 7 schillinge per share of 200 marks banco, on which 40 marks are paid up. The capital of this bank consists of 20,000,000 marks banco in 100,000 shares, upon which 4,000,000 marks have been paid.

These banks continue to keep their books in marks banco, unless their customers specially desire to have their accounts stated in marks courant : nor has anything yet been actually done towards the suppression of banco reckoning in Hamburg, or the establishment of the Prussian currency as the legal standard of value.

The rates of exchange on London in 1865 experienced no great fluctuation, but were on the average rather higher than in the preceding year.. The following is a statement of the monthly rates in Hamburg marks banco per 1*l*. sterling for bills on London.

Date.	Bills, at 3 Months' Date.		Bills at Sight.	
	Marks.	Schlg.	Marks.	Schlg.
January 1st	13	2	13	4 $\frac{1}{2}$
February 1st	13	2 $\frac{1}{2}$	13	4 $\frac{1}{2}$
March 1st	13	2 $\frac{1}{2}$	13	4 $\frac{1}{2}$
April 1st	13	4	13	5 $\frac{3}{4}$
May 1st	13	4	13	6
June 1st	13	4 $\frac{1}{2}$	13	6
July 1st	13	5	13	6 $\frac{3}{4}$
August 1st	13	4 $\frac{1}{2}$	13	6 $\frac{1}{2}$
September 1st	13	4 $\frac{1}{2}$	13	6 $\frac{1}{2}$
October 1st	13	2 $\frac{1}{2}$	13	5
November 1st	13	2 $\frac{1}{2}$	13	5 $\frac{1}{2}$
December 1st	13	1 $\frac{3}{4}$	13	4 $\frac{3}{4}$
Average of the Year ..	13	3	13	5 $\frac{1}{2}$

The average rate of exchange during 1865 between Hamburg banco

and Prussian currency on bills at sight on Berlin was 152 Prussian dollars per 300 marks banco, and for bills at two months date 156 Prussian dollars per 300 marks banco.

Rates of Discount.—The rate of discount for first class paper at Hamburg in the early part of the year 1865 ranged from 3 to 4 per cent.; in the autumn when a pressure upon the money market began to be felt, the discount rose to $6\frac{1}{2}$ per cent., then fell to $5\frac{1}{2}$ per cent., and at the close of the year stood at 7 per cent. The average rate of the year is believed to have been about $5\frac{1}{2}$ per cent.

Measures, &c.—The English equivalents of the measures, weights, and moneys used at Hamburg and quoted in this Report as they stood at the close of last year, will be found in the subjoined Table.

Measures.

<i>Of Hamburg.</i>				<i>British.</i>			
100 feet in length	..	..	=	94.021 feet in length.			
100 „ square	..	..	..	88.400 „ square.			
100 „ cubic	..	..	..	83.115 „ cubic.			
100 ells (of cloth)	..	..	..	62.681 yards.			
100 barrels (fass) of corn	..	..	..	18.901 imperial quarters.			
100 quarts (viertel) of liquid	..	..	..	159.470 imperial gallons.			
1 commercial last of 6,000 lbs.	..	..	..	3 tons burthen.			
1 old ship last of 4,000 lbs.	..	..	..	2 ditto.			
1 corn last	..	..	..	11½ imperial quarters.			
<i>British.</i>				<i>Of Hamburg.</i>			
100 feet in length	..	..	=	106.359 feet in length,			
100 „ square	..	..	..	113.122 „ square.			
100 „ cubic	..	..	..	120.816 „ cubic.			
100 yards (of cloth)	..	..	..	159.538 ells.			
100 imperial quarters (of corn)	..	..	..	529.071 barrels (fass).			
100 imperial quarters (of liquid)	..	..	..	62.708 quarts (viertel).			
3 tons burthen	..	..	..	1 commercial last.			
2 ditto	..	..	..	1 old ship-last.			
11½ imperial quarters	..	..	..	1 corn last.			

Weights.

<i>Of Hamburg.</i>				<i>British.</i>			
100 new lbs. (1858) or 1 centner	..	..	=	110.232 lbs. avoirdupois.			
100 marks, Bank weight	..	..	..	62.6554 lbs. troy.			
<i>British.</i>				<i>Of Hamburg.</i>			
100 lbs. avoirdupois	..	..	=	90.718 new lbs. (1858.)			
100 lbs. troy	..	..	..	159.6032 marks Bank-weight			

Moneys.

1 mark of fine silver (fixed value)	=	27 marks 12 schillings (Banco.)
100 Hamburg marks (Banco)		7.500%, sterling.
100 Hamburg marks current		5.950%, „
100 Prussian dollars	..	14.820%, „

III.—AGRICULTURE.

The territory of Hamburg has been described in my former Reports as covering a surface of only 6.39 German square miles, and as consisting of the marshland, a strong and fertile clay soil on the banks of the Elbe and its islands; the Geestland, a light sandy soil to the north of the city, and the sands and sheep runs of the Ritzebüttel district at the mouth of the Elbe. The crops of wheat, rye, barley, oats, and beans were last year rather below the average; and this was likewise the case in the neighbouring districts of Mecklenburgh and Holstein. According to statements which have been published in Mecklenburgh the results of the last harvest in that country, taking the average crop at 10 were as follows:—

Wheat in grain	..	..	..	..	..	6·7
Rye	..	..	..	..	..	6·5
Barley	..	..	..	..	..	7·6
Oats	..	..	..	..	..	8·0
Peas	..	..	..	..	..	8·8
Potatoes	..	..	..	..	..	11·0
Clover	..	..	..	..	..	2·2
Hay	..	..	..	..	..	6·3

which shows a deficiency in most descriptions of agricultural produce. It will be seen by the prices current above quoted that rye, barley, and oats have risen materially since last year in the Hamburg market. The stock of corn on hand here has, since the alteration of the English corn laws, never been considerable, but at Berlin it continues at times to be very large. At the close of 1865 the stock of rye in warehouse at Berlin is said to have been eight-fold greater than at the beginning of that year, and four-fold greater than in 1858 and 1859. The entire stock of wheat in Germany at the close of 1865 is said to have been rather less than the year preceding, but much greater than in the period from 1857 to 1863. These circumstances, combined with the tightness of money, will of course not be without their influence upon such speculations in corn as may take place up to the time of the harvest of the year upon which we have now entered.

IV.—POPULATION AND INDUSTRY.

Inhabitants.—The actual population of Hamburg can only be given approximately, no census having been taken since the year 1861. It is estimated as follows:—

	Inhabitants.
The city and suburbs	189,000
Rural districts, including Cuxhaven and half of Bergedorf ..	52,000
Total, say	<u>241,000</u>

Manufactures.—The principal branches of manufacturing industry established within the republic remain pretty much the same, viz., sugar-refineries, breweries, distilleries, iron-works, engine-factories, copper-smelting works, cotton-mills, biscuit-baking houses, factories of cement, chemical and dyeing stuffs, railway and other carriage-building establishments, manufactories of soap, hats, walking-sticks, furniture, &c. Beef and pork are largely cured here for exportation; and imitation wine, chiefly sherry and port, continues to be extensively fabricated for the London market.

Excise Duties.—The enlargement of the excise line which took place in the course of the last year, in conjunction with a reduction of the excise duties levied upon articles of consumption, viz., flour, bread, meat, and spirits, and upon the grinding of corn, will, it is believed, have a favourable effect upon trade and industry, by equalizing the burthens laid upon the inhabitants of the city with those of the residents in the surrounding villages. The loss of revenue in consequence of the reduction of these duties has turned out less than was anticipated, the total amount of excise on consumption having, in 1864, been 1,031, 286 marks banco, and in 1865 having reached the sum of 953,618 marks banco.

V.—PUBLIC WORKS.

The direct line of railway between Hamburg and Lubeck was opened for traffic in the month of August last, whereby the time required for the journey between these two cities is limited to two hours. The extension

of this line to the Baltic at Travemünde will probably be accomplished at no distant period. The junction railway, from the Berlin-Hamburg to the Altona-Kiel station, in pursuance of a convention with Denmark of April 30, 1860, which is to pass through the suburbs of Hamburg, close to the city, is in a state of great forwardness. The short railway for the conveyance of goods from the Berlin-Hamburg station to the *Sand-Thor* harbour on the Elbe, where a new quay, with warehouses, has been built, is also near its completion, and will be a great acquisition for ships loading and unloading at this part of the river. The other plan, long in contemplation, of constructing a new harbour at the Grasbrook, with warehouses, and a junction railway to the Berlin station, has not yet been carried out. Nor have the negotiations so long pending with Hanover for the construction of a railway-bridge across the Elbe to Harburg led as yet to any result. It is believed, however, that an understanding with Hanover on this subject is now likely to be arrived at, and that another project of a separate bridge from the Grasbrook to the opposite shore will also be undertaken at the sole expense of the Hamburg Government, which may be used for the purpose of the direct line of railway from Hamburg to Bremen, and from thence, *viâ* Osnabruck, to Paris. The projected Schleswig-Holstein canal has of late excited more attention here; the Prussian Government having recommended the formation of a company for the purpose, with a capital of 28,000,000 dollars, of which that Government is willing to advance 12,000,000 dollars. The Prussian line is from St. Margaret's on the Elbe to Eckentörde in Schleswig, with a branch to Kiel. The line previously recommended in Mr. Hansen's plan goes from Brunsbüttel on the Elbe to the port of Neustadt in Holstein.

VI.—GENERAL REMARKS.

State Finances.—The financial state budget of Hamburg for the current year has been fixed at a somewhat higher figure than that for 1865, chiefly on account of the increased expenditure requisite in the building and engineering department, which is this year rated at 2,184,459 marks courant. The other items of the estimated receipts and expenditure do not materially differ from the corresponding items in the budget of last year. The total expenditure of the state for 1866 is set down at 11,265,833 marks courant, which is answered by a revenue estimated at the same figure, and arising from the usual branches of receipt, *viz.*, rents of domains, and other state property, taxes and duties of all descriptions, official fees, and miscellaneous sources. The customs duties for the current year are estimated at 700,000 marks courant, and the excise, or duties on consumption, at 1,000,000 marks courant.

German Commercial Code.—The new general German Commercial Code settled several years ago by the Germanic Diet, and which was introduced into Prussia June 24th, 1861, and into Bremen January 1st, 1865, has at last been adopted by the Government of Hamburg. A law passed by the senate on December 22nd, 1865, establishes the new code, subject to certain explanatory enactments contained in that law, from and after the 1st of May next, together with a revised law of the same date concerning the papers of Hamburg ships, revised regulations for the harbour-masters, and a revised ordinance for Hamburg seamen. British or other foreign ships are not affected by any of these laws or ordinances, nor is the new commercial code to be otherwise regarded than as a piece of municipal legislation to be acted upon in those German States by the Governments of which it has been formally introduced for public observance.

Commercial Treaties.—The treaties of commerce concluded in Germany during the last year have been various and important; the formal renewal of the Zollverein for twelve years more, viz., until the end of December 1877, has been confirmed by a general treaty between all the former members of that union, signed at Berlin on the 16th of May, 1865. A commercial treaty between the Zollverein and Austria had already been concluded on the 11th of April preceding, whereby the relaxations stipulated for in the treaty with Austria of the 19th of February, 1853, have been further extended, and a reduced tariff of passage-duties to be levied on the frontiers of the contracting States has been established. Whether the object designated in the preamble of this treaty, viz., the preparation of the way towards a general customs-union of all the German States is likely to be realized, seems, however, quite as doubtful now as it was in 1853. The treaty concluded between the Zollverein and Belgium on the 22nd of May, 1865, has placed the commerce of the contracting States reciprocally on the footing of the most favoured nation, and the same commercial footing has been established between Great Britain and the Zollverein by our treaty signed at Berlin on the 30th of May, which was followed by a supplementary treaty of navigation dated the 16th of August, giving to British and Zollverein ships respectively in each other's ports the unequivocal footing of national ships. The conclusion of the year was marked by the signature of a commercial treaty between the Zollverein and the new kingdom of Italy, dated the 31st of December, whereby relations of reciprocity have been established between the contracting parties, nearly similar to those which the Zollverein had previously fixed in its commercial arrangements with Belgium and Great Britain. The overtures made some time since on the part of the Zollverein for new commercial arrangements with Russia have hitherto led to no practical result.

The treaty of commerce and navigation between France and the Hans Towns, signed at Hamburg on the 4th of March, 1865, came into operation in the month of July last, and is to remain in force for the term of twelve years. Among other stipulations, it reduces the tonnage duties levied on the ships of the respective States in direct voyages; so that French ships entering the port of Bremen, and Bremen ships entering French ports, are respectively exempt from all duties; while French ships entering the ports of Lubeck and Hamburg, and *vice versa*, are subjected to a reduced scale of tonnage duties. The treaty also contains the usual article to the effect that all privileges in respect of commerce and navigation granted to any one State shall be immediately extended to the subjects of the contracting parties. How far this stipulation forms an impediment to the entire accession of the Hans Towns to the Zollverein is a question which may hereafter be brought under discussion. The same question occurs in regard to the treaty of commerce and navigation concluded on the 9th of June last between France and Mecklenburgh-Schwerin, to which Mecklenburgh-Strelitz afterwards became a party. It is generally considered that the two Mecklenburghs have precluded themselves for the next twelve years from joining the Zollverein without the previous consent of France.

The negotiation opened last year for a new treaty of commerce and navigation between Great Britain and the Hans Towns has naturally excited some interest here, and hopes are entertained that it will soon be brought to a satisfactory conclusion. A negotiation has likewise been very lately set on foot for a commercial treaty between the Hans Towns and the kingdom of Italy, the scope of which will probably not differ much from that of the above-mentioned Hanseatic treaty with France; but no authentic particulars on the subject have yet transpired.

Accession to Zollverein.—The actual position of Hamburg and the other Hans Towns towards the Zollverein remains much the same as it was on the conclusion of the peace between the German Powers and Denmark in 1864. Bremen renewed, on the 14th of December last, its treaty with the Zollverein of the 26th of January, 1856, for twelve years more, with some modifications which do not affect the existence of the Zollverein custom-house and warehousing system already established at Bremen, but do not add any portion of the Bremen territory to the district of the Zollverein, beyond what was already included therein. At Lubeck there is no disposition to be included within the customs' frontier of Prussia, unless full security is obtained for the continued existence of a free port on the Trave. At Hamburg some agitation has been going on for the establishment of a Zollverein custom house with warehouses at the terminus of the Berlin Railway, for the clearance of goods passing into the interior, upon the same plan as the above-mentioned arrangements at Bremen; but the Government has decided upon nothing, nor does it seem likely that much will be done in the matter until the duchies of Holstein and Schleswig shall have been really incorporated within the Zollverein district, as determined between Austria and Prussia by the 6th Article of the Gastein Convention of August last. Until that article shall have been actually carried out, and the incorporation of the duchies with the Zollverein shall have been definitively arranged, their customs system remains the same as it has hitherto been, and they retain a tariff in some respects more, and in others less, liberal than that of the customs union. That they will be gainers by free admission to the markets of Germany, and by being members of a wider and more national commercial system, little doubt can be entertained; nor is there at present any reason for supposing that British interests will be prejudiced by the duchies becoming commercially Prussian, whatever considerations may be involved in the question of their political destiny.

Hamburg, February 19th, 1866.



UNITED STATES.

BOSTON.

*Report by Mr. Consul Lousada on the Trade and Commerce of
Massachusetts for the Year 1865.*

EVERYTHING connected with the trade of this Consulate is so well known through the constant reports that reach England by every mail, that it is very difficult to set forth anything new, or to give interest to a statistical document, the details of which are already in the possession of the public. I propose, therefore, in addition to the bare statement of the commercial movement of the year, to review the position of Massachusetts with regard to the rest of the Union, and to show the extraordinary influence that this comparatively very small State, with its single million and a quarter of inhabitants has in the council and action of the whole nation.

Bearing in mind that Massachusetts, like each of the other States, is a little kingdom in itself, and autocratic in its action in every matter not specially relating to its Federal liabilities, it follows that its advancement or falling off is a matter depending on the bent and genius of its population, without any reference to its immediate neighbours; and it happens that all its resources are directed to the increase of its wealth, the progress of agriculture, and the development of manufacturing industry. In size it is but $\frac{1}{37}$ th of the Union, and in population $\frac{1}{36}$ th. Her industrial acts greatly surpass her agricultural wealth, although no State contains a greater proportion of cultivated land, her revenue, from which may, in round numbers, be put down at 25,000,000 dollars, and her manufacturing at 150,000,000 dollars, irrespective of the extraordinary increase during the war. Her principal port of Boston, admirably screened by islands (now heavily fortified) against the storms of the Atlantic, is accessible to the largest vessels, and her ships, in spite of the small extent of her shore, amount to over 800,000 tons, the nautical importance of which may be judged by a comparison with the ships of all France, with her 600 leagues of coast, which hardly exceeds this measurement. Her fleet for the whale fishery, chiefly from the port of New Bedford, reaching 150,000 tons, whilst the rest of the Union furnish barely 14,000 tons, and all Great Britain, I believe, did not, last year, exceed 20,000 tons. Moreover, a great proportion of the United States shipbuilding takes place within her ports, and this year alone has added nearly 100,000 tons to the stock already existing.

Amongst her products, acknowledged to be the best, and sought after everywhere, are her agricultural implements, certain kinds of carriages, harnesses, sewing-machines, and general machinery.

Boston itself is a marvel of industry and opulence. Places at which five years since vessels were unloading have been filled up, and a series of palatial mansions and elegant streets occupy the ground. The new City Hall, the Horticultural Hall, the whole of Franklin Street, with its imposing granite stores, would compare favourably with any edifices or streets in Europe. The capital engaged in commerce and manufactures exceeds 30,000,000 dollars; the banks employed a capital of 75,000,000 dollars, and the deposits in 1865, as returned by the savings banks, exceed 65,000,000 dollars, with a cost of management not exceeding one-third of one per cent. per annum, being 20 per cent. less than the cost of managing similar institutions in England, while they are yielding a much larger

income. Nothing can better than this illustrate the industry and thrift of the people of Massachusetts.

Valuation.—As a State, her resources are, independently of the valuation of the property of the citizens, above 22,000,000 dollars, which is equivalent to all her debt; and in May, 1865, a State assessment was imposed and collected of about 5,000,000 dollars, which, with the existing revenue, brought a total of over 8,000,000 dollars. The continuation of this tax for three years will extinguish the debt.

Insurance.—The amount of insurance on lives and property by a frugal race of people indicates its progress. They were, in 1865, in round numbers, 945,000,000 dollars, thus divided:—

				Dollars.
Against Fire	..	..	..	460,000,000
„ Dangers of the Sea	..	..	..	85,000,000
„ Life	..	..	..	400,000,000

Manufactures.—The supply of cotton at the commencement of the war was 300,000 bales, with large stocks of merchandise. The value of this continually increased, adding more than 50,000,000 dollars to the wealth of this State, and gave a great stimulus to the growth and manufacture of wool.

The value of her cotton manufacture in 1865 exceeds 40,000,000 dollars, whilst wool has doubled in less than four years, and may be put down at 45,000,000 dollars.

In addition, it may be mentioned that some of the higher branches of art are successfully competing with foreign importation, such as lawns, ribbons, serges, the more delicate and costly fabrics of wool, cutlery, watches, plate-glass, plated ware, and horse-shoes and horse-shoe nails by machinery. The whippie file, also made by machinery, is a perfect article, and has superseded the English file made by hand.

Spool cotton, which was, prior to the war, wholly imported from England, has now found a rival in the Hadley Company at Holyoke, which is eminently successful.

The American Watch Company at Waltham, a few miles from Boston, furnish watches under duties of 10 and 20 per cent. which supply one-sixth of the entire demand of the whole country, whilst the higher grades rival in quality the best watches of England, and have driven most of them from the market, and met them in successful rivalry in Canada; indeed, the managers boast that, were the home demand not so great, they would be ready to meet English watches in London itself. They are independent of duties.

At Springfield, in this State, the manufacture of rifles is well known: it has been carried to 1,000 a-day; and the Spencer rifle of Boston—which proved to be the best weapon of the war—has been conducted on a large scale. I may mention incidentally of this weapon that it is loaded with seven cartridges at the breech, is discharged seven times in eleven seconds, and reloaded with seven charges in less time than a common rifle. On trial, it has missed but once in 1,500 times, and it carries a ball accurately 2,000 yards. There are also large foundries at South Boston devoted to casting 8, 10, and 15-inch cannon and Schenkle shell.

At least one-sixth of the navy of the United States, composed of 671 vessels, many of them iron-clad monitors and fast steamers, were built or supplied by Massachusetts. The actual sum expended for 1865 was 1,896,185 dollars.

The manufacture of leather boots and shoes is a speciality. Its chief emporium is at Lynn, a flourishing town on the coast, about twelve miles distant from Boston, the monthly produce of which town alone is returned at over 1,000,000 dollars, whilst the whole State furnished no less than

60,000,000 dollars; and now that the southern markets are re-opened, this figure will probably be largely increased. A great part of these boots and shoes are made by machinery.

The population of Boston, the capital of the State, inclusive of its environs within half-an-hour's ride of the City Hall, may be roundly stated at 400,000.

The assessed valuation of Boston proper, at 350,000,000 dollars, being an increase of 60,000,000 dollars during the war.

The arrivals and clearances, which, as more accurately given elsewhere, amount to about 2,333,000 tons. The arrivals were 3,221 in 1865, and the clearances 3,165, against 2,991 and 3,370 in 1864.

The street railways, which were unknown in 1855, are now an institution, and have nearly superseded cabs, besides contributing a large revenue to the State. They may be set down as covering 120 miles in length, made at a primary cost of 5,000,000 dollars, and paying an average dividend of $6\frac{1}{2}$ per cent. An attempt to introduce steam cars on dummy engines on these railroads has hitherto only eventuated in frightening a number of horses and causing some severe casualties.

The population has suffered a small decrease in the full-grown males during the war, but it is claimed as an offset that there is an excess of males in the West sufficient to restore the equilibrium of the sexes.

Every one from Europe must be struck by the total absence of mendicity in the New England States, and by the exceedingly comfortable clothing that the whole population seem to wear, and it speaks volumes for the Government, the education, the employment, and the nourishment of the families in Massachusetts that less than one per cent. of the inhabitants in 1865 were either idiots, deaf and dumb, insane, blind, paupers, or convicts.

I have already mentioned the new edifices everywhere springing up on the new made land, and which have continued uninterruptedly throughout the war. The sum expended thereon in 1865 was 3,832,934 dollars. Besides the several hundred acres reclaimed from the sea for the enlargement of the capital, the State is engaged in the gigantic work of tunneling the Hoosae Mountain—24,000 feet in length—which when accomplished will reduce the railroad summit between Boston and the West more than 700 feet, and the gradient from 83 to 45 feet. The completion of this enterprise will greatly increase the exports of the city.

The assessed value of all the loyal States and territories in 1860 was 20,000,000,000, in which Massachusetts was counted at 79,965,167 dollars. By her State census in 1865 this sum has increased to 1,009,529,000 dollars.

It is calculated that the tonnage of the United States culminated in 1861, when the returns were over five and a half million tons (5,539,812), since that period, owing to the diminution in cotton freights, transfers to other flags, and war casualties, the registered tonnage has decreased about 1,000,000 tons, whilst the enrolled or coastwise tonnage has increased. On the other hand many old models have been gotten rid of, and above a thousand vessels, including many fast blockade runners, have furnished improvements in quality as well as quantity. A large proportion of these were sent for adjudication and fitting up for the United States service in this port.

Thus much as general observations. I now proceed to give particular returns, in alphabetical order.

My last returns of the Boston market were so full that I propose this year to only compare in a succinct form that of 1865 with 1864, and that alphabetically for convenience of reference.

Ashes.—Prices, $8\frac{3}{4}$ to 14 cents, against 8 to $13\frac{1}{2}$ cents in 1864. Arrivals, 3,906 casks, against 4,183 in 1864.

Coffee.—Owing to high prices, receipts small, substitutes now generally used. Prices, 29 to 46 cents against 28 to 40 cents in 1864. Arrivals, 39,156 bags against 26,194 in 1864.

Cotton.—Increase of receipts considerable, but production of goods has been limited on account of the scarcity of suitable help, and the difficulty of starting machinery idle for some previous years.

The changes making in the labour system in the South makes the supplies of cotton uncertain for some time to come, and it is evident that prices must continue to rule high. The stock on hand is 10,000 bales against 300 in 1864. Receipts, 162,428 bales, against 77,890 in 1864.

	1865.			1864.		
	cts.	\$	cts.	cts.	\$	cts.
Middling	40	to	1 23	70	to	1 90
Good Middling ..	43	1	26	74	1	92
Middling fair ..	48	1	30	78	2	00

Fish.—Imports from the provinces : mackerel, 79,919 barrels against 37,502 in 1864 ; other fish, 233,219 barrels against 94,028 in 1864.

Flour has reached the highest figures ever known ; as much as 17 dollars a barrel being paid for choice family brands. This has now eased off a little and the prices are—

			\$	cts.	\$	cts.
For Western Superfine	..	..	7	25 to 7	75	75
Common Extras	..	..	8	75	9	25
Medium Flour	..	..	10	00	11	00
Good and Choice	..	..	11	00	12	50
Very Choice St. Louis	..	..	16	75	17	00

From Canada the arrivals were quite large, owing to the probable termination of the Reciprocity Treaty in March next.

The receipts of the year show an increase of 80,970 barrels as compared with 1864. Stock on hand, December 31st, 275,000 barrels, against 150,000 in 1864.

Fruit.—Raisins, arrived, 104,194 boxes against 47,797 in 1864 ; 3,647 casks against 1,911 in 1864 ; prices, 4 dollars 45 cents to 6 dollars 25 cents against 4 dollars to 6 dollars 15 cents in 1864. Lemons, 37,369 boxes against 43,544 in 1864. Oranges, 37,369 boxes against 43,544 in 1864. Figs, 101,129 drums against 81,334 in 1864.

Grain.—Corn in January ranged from 2 dollars to 2 dollars 7 cents per bushel ; but in May there was a rapid decline of 50 cents per bushel, and, during the past six months, the very favourable reports from the growing crops, and the certainty of abounding supplies, have kept prices down, and 1 dollar to 1 dollar 6 cents is now the quotation.

The prices have been—

	1865.				1864.			
	Lowest.		Highest.		Lowest.		Highest.	
	cts.	\$	cts.		\$	cts.	\$	cts.
Corn .. per bushel	80	to	2 07		1 29	to	2 17	
Rye.. ..	80		1 92		1 30		2 15	
Oats	50		1 00		0 82		1 10	

Receipts in grain—Corn, 1,738,817 bushels against 1,604,639 in 1864; oats, 2,126,356 bushels against 1,746,932 in 1864; rye, 32,803 bushels against 34,285 in 1864.

Gunny Bags.—Prices about stationary, 26 to 40 cents. Stock on hand, December 31, 5,886 bales against 9,400 in 1864. Total importation—Boston 8,670, against 8,889 in 1864; other ports 2,372, against 3,231 in 1864.

Gunny cloth—Boston 2,211 bales, against 1,620 in 1864; other ports 1,467.

Iron.—Scotch pig 43 to 65 dollars against 48 dollars 85 cents to 85 dollars in 1864.

English bar—Common, 100 to 180 dollars against 90 to 200 dollars in 1864.

Refined—105 to 190 dollars against 100 to 225 dollars in 1864.

Imports.

	Sweden.	Great Britain.	Coastwise.
Bars	14,930	269,236	153,484
" Tons	4,672	..	3,373
Railroad, Bars	..	..	354
" Tons	..	..	966
Bundles	..	31,202	47,816
Plates	..	422	37,677
Scrap, Tons	..	433	2,657
Pig "	..	10,235	17,888
Boiler "	..	..	62

Total Imports.

	1865.	1864.
Bars	442,670	981,883
" Tons	8,045	14,071
Railroad, Bars	354	2,719
" Tons	966	2,489
Bundles	79,618	216,588
Plates	38,000	53,586
Scrap, Tons	3,090	3,936
Pig "	27,623	22,371
Boiler	62	..

Lead.

	1865.		1864.	
	\$	cts.	\$	cts.
Galena	10	75	10	75
Foreign	9	50	16	75

Stock on hand December 1, 50 tons against 380 in 1864.

Imports—73,677 pigs, against 58,346 in 1864,

Leather.—About the same prices as 1864, viz., 25 to 40 cents.

Total imports—484,065 hides, 297,014 bundles, against 459,905 hides and 219,873 bundles in 1864.

Molasses have declined from 80 cents in February to 30 cents in June.

Stock on hand December 31, 3,672 hhds., against 2,414 in 1864.

Imports—61,305 hhds., 5,136 tierces, 2,737 barrels against 56,704 hhds., 3,992 tierces, and 11,084 barrels in 1864.

Naval Stores.—Spirits turpentine, 1 dollar to 2 dollars 30 cents against 1 dollar 75 cents to 3 dollars 80 cents in 1864.

Tar—3 dollars 50 cents to 10 dollars against 8 to 25 dollars in 1864.

Imports.

	1865.	1864.
Rosin.. .. barrels	16,059	4,017
Turpentine .. "	1,231	492
Spirits, ditto .. "	1,869	680
Pitch "	1,888	1,205
Tar "	7,027	7,485

Oil has been sold at very extreme prices, owing to the scarcity of lard, viz., 1 dollar 55 cents to 1 dollar 60 cents the gallon.

The importation of sperm and whale into the United States, most of which come to New Bedford, Massachusetts has been—

	1865.	1864.
Sperm .. barrels	34,632	64,372
Whale .. "	75,973	71,863

Petroleum ranges from 75 to 80 cents the gallon, after being in January 94 to 96 cents. The exports from Boston 1,499,836 gallons. Total exports from the United States 28,299,168 gallons against 31,811,842 in 1864.

Provisions.—Prices about the same as 1864.

Receipts.

	1865.	1864.
Beef barrels	41,105	70,276
Pork "	59,810	52,746
Hams { casks	6,033	8,500
{ barrels	1,432	6,714
Lard "	39,092	35,418
Cheese { boxes	103,255	83,610
{ casks	848	1,280
{ tons	219	312
Butter... .. { tubs	244,917	222,994
{ barrels	22	19
Hogs number	66,985	70,816

Cheese has varied from 16 to 24 cents per lb. Good and extra now 40 to 45 cents.

Butter, 25 to 30 cents for good and choice, 15 to 20 cents for common.

Exports.

	1865.	1864.
Butter lbs.	11,600,000	16,800,000
Cheese "	40,000,000	40,400,000

Saltpetre—The imports shows a falling off. Only twelve vessels altogether arrived at this port and six at New York during the year. The present price being from 13 to 13½ cents per lb. currency. Large quantities of the new refined saltpetre have been imported from Europe, and large quantities of the same article continue to be manufactured in this country from nitrate of soda, and have entered into the consumption and, to a considerable extent, have superseded the use of the saltpetre

imported from Calcutta, of which not above 40,000 bags have been used during the year.

The import has been into Boston from Calcutta 25,931 bags; from Europe 313 bags; total 26,244 bags, against 53,636 in 1864.

Stock on hand, 16,350 bags.

The quantity on the way up to last dates was 6,786 bags, and loading at same time 10,694 bags.

Linseed.—Prices now about 2 dollars 40 cents to 2 dollars 60 cents per bushel. The imports 130,841 bags, against 101,892 in 1864; of this 127,957 bags from Calcutta and 2,884 from England. Besides 40,000 bushels of Canada flax seed.

Stock on hand 14,682 bags.

Average consumption 30,880 bags per month, against 21,450 in 1864.

Spirits.—All kinds of foreign spirits have been sold at full prices during the year. But the consumption has been limited owing to the high rate of taxation.

Rochelle is 5 dollars 25 cents to 10 dollars 50 cents a gallon. Cognac is 7 to 20 dollars a gallon.

The imports have been—

	Gallons.
From Grain	6,877
„ Brandy	2,845
„ Other Material	2,553
	<u>12,275</u>

Against 114,101 gallons in 1864.

The exports have been, of domestic manufacture, 1,736,491 gallons, and of foreign 21,777 gallons, against 709,560 and 16,816 gallons in 1864.

This export has been divided as follows:—

	Domestic.	Foreign.
	Gallons.	Gallons.
Rum	1,554,540	200
Alcohol	112,451	..
Brandy	56,614	8,192
Whiskey	2,854	600
Spirits	9,692	..
Gin	340	12,678
	<u>1,736,491</u>	<u>21,670</u>

Sugar.—The price has fluctuated with gold. Prices now from $11\frac{1}{2}$ to $11\frac{3}{4}$ cents from fair to good refining.

The stock on hand—7,674 boxes against 3,998 in 1864; 4,066 hhds. against 6,870 in 1864; 5,800 bags against 6,460 in 1864; 1,316 baskets in 1864.

The imports have been—50,597 hhds. against 40,183 in 1864; 22,068 barrels against 28,057 in 1864; 87,162 boxes against 26,399 in 1864; 15,814 bags against 32,787 in 1864.

Tallow.—Exports for the year: 1,158 barrels against 6,649 in 1864; prices, 10 to $17\frac{3}{4}$ cents against 12 to 20 cents in 1864.

Tobacco.

	Hogsheads.	Bales and Cases.	Boxes and Kegs.
Imports:—			
1865	2,431	342	26,367
1864	3,135	92	54,439
Exports:—			
1865	1,663	5,429	4,551
1864	1,152	8,801	7,875

Tin.—Stock on hand, 5,300 slabs against 4,000 in 1864.

Imports.—14,918 tin slabs against 13,040 in 1864; 60,223 tin plates and boxes against 63,802 in 1864.

Whalebone.—Imports: 618,800 barrels against 760,540 in 1864.

Wine.—Imports as follows:—

	Gallons.
From Italy	17,837
Spain	52,760
England	7,752
Holland	2,161
Turkey	2,115
Africa	280
Belgium	229
Chili	86
Other places	49
	<u>83,269</u>

Against 101,228 in 1864.

Wool.—Stock on hand 6,000,000 bales against 4,000,000 in 1864. Receipts 180,750 bales against 157,262 in 1864.

Canada combing wool is much sought after and was sold as high as 1 dollar 25 cents to 1 dollar 30 cents, but have now declined to 80 to 85 cents the lb. and Cape 40 to 45 cents.

Imports, 21,001 bales, against 35,341 bales and 5,746 quintals in 1864.

Exchange.—Gold rates for exchange on London have been steady during the year, ranging from 1 dollar 7 cents to 1 dollar 10 $\frac{1}{4}$ cents, with sales mostly from 1 dollar 8 $\frac{3}{4}$ cents to 1 dollar 9 $\frac{1}{2}$ cents.

The currency quotations have fluctuated with the prices of gold—ruling as high as 249 to 249 $\frac{1}{2}$ in January last, and as low as 147 to 148 in June.

Highest and lowest rates, 147 to 249 $\frac{1}{2}$, against 165 to 300 in 1864.

Gold.—The fluctuations in gold—

	1864.		1865.	
	Highest.	Lowest.	Highest.	Lowest.
January	159 $\frac{3}{4}$	151 $\frac{1}{2}$	234 $\frac{1}{2}$	198
February	161	157 $\frac{7}{8}$	218	196 $\frac{2}{8}$
March	169 $\frac{3}{4}$	159	201	148 $\frac{3}{8}$
April	187 $\frac{1}{4}$	166 $\frac{1}{4}$	160	144
May	190	168	145 $\frac{1}{4}$	128 $\frac{1}{2}$
June	198 $\frac{3}{4}$	193	143 $\frac{3}{8}$	135 $\frac{7}{8}$
July	285	228	147	138
August	261 $\frac{3}{4}$	231 $\frac{1}{2}$	144 $\frac{3}{4}$	140 $\frac{3}{8}$
September	254 $\frac{1}{2}$	186	145	142 $\frac{3}{8}$
October	227 $\frac{3}{4}$	189	149	144 $\frac{3}{8}$
November	260	216 $\frac{5}{8}$	147 $\frac{7}{8}$	145 $\frac{1}{2}$
December	213	211 $\frac{1}{2}$	148 $\frac{1}{2}$	144 $\frac{1}{2}$

Hitherto spool cotton has been almost entirely imported from England, but now there are nine establishments in Massachusetts alone; the value of the stock used in 1865 was 1,000,000 dollars, and of the spool cotton made 1,750,000 dollars. Practical people, however, assure me that however well it looks on the spool it is very inferior in use and remarkably brittle.

Special Manufacturing.—There is one industry so locally peculiar that it may be mentioned. The fabrication within the State of paper collars, employing a capital of 4,000,000, reached through the year 400,000 dollars, chiefly used by the lower classes and by travellers.

Imports and Exports.—In 1860 the foreign imports and exports of Boston were 54,000,000 dollars.

In 1864 reduced by the war to 48,000,000 dollars.

In 1865 to 45,000,000 dollars.

In conclusion there are one or two institutions which must strike with admiration every observant foreigner. For instance the inimitable arrangements for public education, by which every family can educate their children almost free of cost; the public libraries, which, in addition to their ample and stately rooms for readers, lend out *without charge* any of their volumes, and I must add to the honour of the people that the loss this year on 185,000 books lent for home use, was less than $\frac{1}{4}$ of 1 per cent. The charities are large and well organized, printed returns being annually published and distributed of all their accounts—and indeed the whole of the municipal and state expenditure to the smallest items is also printed, and a copy left at each house, so that a complete popular control exists over any abuse. The contributors to the Christian Commission alone, in money, clothes, stores, and medicines (of which at least one-third from Massachusetts) reached during the war the comparatively enormous sum of 16,800,000 dollars.

The inauguration of a new line of steamers from Boston to Liverpool by the American Steam Ship Company will add to the facilities of transport for the products of the West; two vessels are nearly complete, a third is on the stocks, and a fourth is in contemplation so as to make a fortnight's passage. The Chamber of Commerce of Boston warmly espoused the renewal of the Reciprocity Treaty, but without success, although doubtless the expression of its opinion will have due weight in any future negotiation on the subject. Lastly I may mention that owing either to chance or to the fact that from her wealth, Massachusetts has more leisure for study and the fine arts, it is a notorious fact that almost all of the very leading minds, known and acknowledged as such by the whole United States, are natives and inhabitants of this small State, and consequently her influence in the councils of the nation are out of all proportion to her territory; such names as Charles Sumner and Wilson in the Senate; the late Mr. Everett, Professor Oliver, Wendell Holmes, Longfellow, and Agassiz of world-wide renown, with many others, justify to a certain extent, the superiority claimed by Massachusetts under the somewhat arrogant title of the "Hué," meaning the centre of the wheel, of which the rest of the union forms the spokes and tires, and the limits of their dominions the circumference.

Boston, February 12, 1866.

NEW ORLEANS.

Report by Mr. Consul Donohoe on the Trade of New Orleans for the Year 1865.

THE close of the civil war in the United States has caused, to a certain extent, a revival of the trade that once existed at this port, large quantities of goods having been thrown into this market for distribution through the country districts, which have been for a period of four years without supplies of foreign or northern merchandise, except such as they received through the blockaded ports. The principal trade, however, has been in articles received from New York and Boston, and brought to this port by the several lines of steamers trading between those ports and New Orleans.

Shipping and Navigation.—The principal trade carried on in British vessels, up to the time of the closing of the war, was nearly altogether confined to what is here called the Gulf Trade. Since then vessels have arrived in some numbers direct from English and French ports, with cargoes consisting principally of salt, coals, and wine, and have in return received cargoes of cotton; and a line of screw steam-ships has been put on between Liverpool and this port. The first of these vessels arrived here on the 21st October last.

The annexed Table shows the number, tonnage, and crews of British vessels which have entered or cleared at this port during the year 1865.

Entered.			Cleared.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
265	52,218	2,552	270	43,831	2,352

This trade may be divided into the following heads:—

	Entered.			Cleared.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Direct Trade in British Vessels from and to Great Britain and British Colonies	56	9	65	53	3	56
Indirect Trade in British Vessels from and to other Countries	114	86	200	106	18	214

The total number of all vessels arriving at the port of New Orleans during the commercial year from September 1, 1864, to August 31, 1865, is as follows:—

Steamships	213
Ships	42
Barques	148
Brigs	131
Schooners	915
Total	1,449
Steamboats from the Interior	1,481

The rates of towage charged by the owners of tow-boats upon the Mississippi were very much increased since the date of my last report, an association having been formed amongst the owners of tow-boats for that purpose; but I understand that the association has now been dissolved, and the rates of towage are settled by agreement between the parties interested.

The pilotage rates remain unchanged. There has been no ship-building at this port during the past year.

Trade and Commerce.—The trade returns of this port have always been calculated in periods from the 1st of September of one year to the 31st August following, and I do not think it would be advisable to depart from this practice; so that, in the Tables annexed the amount of trade during the commercial year as above is given unless otherwise indicated. Although a very large import trade in foreign goods has taken place at this port during the past year, the principal articles have been received coastwise from New York and Boston, and it is not possible to obtain any reliable statistics regarding them. There are certain articles, however, such as coffee, sugar, molasses, and salt, which have been received here direct from the countries producing them. These direct importations are given in the annexed Table.

DIRECT Imports of Coffee, Sugar, and Salt for Three Years, from
September 1 to August 31.

Articles.	1864-65.	1863-64.	1862-63.
Coffee (Cuba, &c.) .. bags	1,514	138	392
" (Rio) "	15,948	13,374	10,431
Sugar (Cuba) .. boxes & bbls.	35,010	7,808	..
" " hhd.	9,897	277	..
" (Brazil, &c.) boxes & bags	..	..	981
Molasses (Cuba) .. hhd. & tes.	2,652	477	..
" " bbls.	13,837	7,774	..
Salt (Liverpool) sacks	12,800	10,801	64,220
" (Turks' Island, &c.) .. bush.	..	100	12,460

The export trade is what New Orleans principally relies upon, and a considerable quantity of cotton has been received and shipped from this port, the receipts, upon the whole, being larger than was expected by those who understood the state of affairs in the Southern States during the war.

The receipts and exports of cotton at New Orleans during the commercial year ending August 31st was as follows.

			Bales.
Stock on hand September 1, 1864	..	..	4,575
Total Receipts for Twelve Months	..	..	271,015
			275,590
Total Exports for Twelve Months	..	..	192,351
Leaving a Stock upon hand, September 1, 1865	..	..	83,239

The stock of cotton on hand at this port in warehouse and on ship-board, on the 30th December last, amounted to 169,663 bales.

The stock on hand this day (February 14, 1866), amounts to 189,367 bales. The export of cotton from New Orleans during the last ten years has been as follows:—

Exports of Cotton from New Orleans for Ten Years.

Whither Exported.	1864-65.	1863-64.	1862-63.	1861-62.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.
Liverpool	Bales. 21,326	Bales. 1,155	Bales. 2,070	Bales. 1,312	Bales. 1,074,131 153	Bales. 1,348,163 107	Bales. 958,528	Bales. 996,712	Bales. 721,111	Bales. 931,541
London	..	..	..	..	32,767	16,437	..	11,081	13,980	26,018
Glasgow, Greenock, &c.	..	..	..	..	10,034	19,147	14,527	6,621	5,494	8,605
Cowes, Falmouth, &c.	..	..	..	..	42,263	43,112	12,598	..	8,900	20,458
Queentown, Cork, &c.	..	..	..	..	384,938	303,157	247,703	226,624	247,481	227,152
Hayre	5,952	4,023	1,849	472	3,704	2,395	3,074	3,254	2,386	2,811
Bordeaux	..	..	..	..	283	3,735	1,193	966	2,833	8,819
Marseilles	..	..	..	..	..	4,004	4,477	5,752	5,463	6,032
Nantz, Cettie, and Ronen	..	..	..	..	3,411	2,949	3,912	3,912	4,330	7,807
Amsterdam	..	..	..	..	1,700	5,205	9,945	1,815	6,736	6,400
Rotterdam and Ghent	..	..	..	..	65,073	60,999	66,850	50,783	55,835	58,288
Bremen	..	..	..	..	12,343	16,362	17,132	10,749	15,089	18,147
Antwerp, &c. ..	..	..	..	..	5,551	9,079	9,440	3,464	11,500	21,382
Hamburg	..	..	..	..	10,426	13,522	12,334	5,356	19,294	20,167
Gottenburgh and Stockholm	167	..	372	21,571	72,471	50,317	75,889	56,948	58,530	83,174
Spain, Gibraltar, &c. .	..	145	..	..	6,269	17,725	16,578	22,615	17,737	17,291
Mexico, &c. ..	..	162	..	..	34,618	61,228	54,496	45,891	53,352	78,347
Genoa, Trieste, &c. .	..	..	..	..	23,538	28,019	61,948	42,527	43,666	30,534
St. Petersburg, &c. .	402	..	..	..	29,539	62,936	5,856	34,076	50,653	51,340
New York	144,190	109,149	17,859	4,116	94,307	131,648	25,464	125,679	153,133	151,469
Boston	15,993	12,793	1,418	109	4,897	5,717	157,117	2,238	2,834	2,834
Providence, R. I. .	2,735	..	40	..	855	5,257	5,582	1,974	13,979	10,532
Philadelphia	1,355	703	142	98	100	1,247	1,129	670	1,255	1,540
Baltimore	..	..	..	..	..	..	..	..	..	1,212
Portsmouth	..	..	..	..	..	..	..	..	..	..
Other Coastwise Ports	231	..	..	..	2,481	1,829	1,442	..	94	..
Total	192,351	128,130	23,750	27,678	1,915,852	2,214,296	1,777,171	1,659,707	1,516,921	1,795,023

RECAPITULATION.

Great Britain ..	21,326	1,155	2,070	1,312	1,159,348	1,426,966	994,696	1,016,716	749,485	986,622
France	5,952	4,023	1,849	472	388,925	313,291	256,447	236,596	258,163	244,814
North of Europe	402	..	..	..	122,042	136,135	182,475	116,804	156,450	162,675
South of Europe, Mexico, &c.	167	307	372	21,571	113,358	129,270	146,963	125,454	129,619	178,812
Coastwise	164,504	122,645	19,459	4,323	132,179	208,634	196,590	164,637	223,204	222,100
Total	192,351	128,130	23,750	27,678	1,915,852	2,214,296	1,777,171	1,659,707	1,516,921	1,795,023

COMPARATIVE Prices of Middling Cotton at New Orleans on the First Day of each Month during a Period of Five Years, together with the Total Receipts at New Orleans, and the Total Crop of each Year.

	1864-65.	1863-64.	1862-63.	1861-62.	1860-61.
	Cents.	Cents.	Cents.	Cents.	Cents.
September	161 to 163	62 to 68	..	9 to 10	10 ⁵ / ₈ to 10 ⁷ / ₈
October	119 120	65 73	64	8 ¹ / ₂ 9	10 ¹ / ₈ 10 ³ / ₈
November	127 128	71 72	54 ¹ / ₂	9 9 ¹ / ₂	11 ¹ / ₄ 11 ¹ / ₂
December	118 120	72 73	53	10 11	10 ³ / ₈ 10 ⁵ / ₈
January	68 70	76 77	62	10 11	11 ¹ / ₂ 12
February	75	72 73	80	11	10 ³ / ₄ 11 ¹ / ₄
March	..	70	72	9 ¹ / ₂ 10 ¹ / ₂	12 ¹ / ₂ 12 ³ / ₄
April	35 36	82 83	60	..	10 ¹ / ₂ 11
May	42 43	92 93	..	..	11 ¹ / ₂
June	40	160	..	..	10 10 ¹ / ₂
July	42 44	160 163	53	..	10 11
August	..	..	..	..	..
Receipts at New Orleans	Bales. 271,015	Bales. 131,004	Bales. 22,078	Bales. 38,880	Bales. 1,849,312
Crop	..	..	..	..	3,699,926

TABLE showing the Quotations for Middling Cotton at the close of each Month, with the Rate of Gold and Sterling Bills, at same Date.

1864-65.	Middling.	Sterling.	Gold.
	Cents per lb.	Per Cent.	Per Dollar.
August	187 ¹ / ₂ to 190	282 ¹ / ₂ to 305	262 to 265
September	161 163	242 ¹ / ₂ 247 ¹ / ₂	223 225
October	117 ¹ / ₂ 120	235	215
November	127 128	235 260	215 220
December	118 130	239 250	221 222
January	79 82 ¹ / ₂	216 ¹ / ₂ 230	205 206
February	74 75	220 225	202 202 ¹ / ₂
March	..	170 185	171 ¹ / ₂ 172
April	35 36	150 165	145 ¹ / ₂ 146 ¹ / ₂
May	38 40	140 150	133 133 ¹ / ₂
June	40	146 155	139 ¹ / ₂ 140
July	41 43	144 150	150 151
August	42 43	150 155	143 ¹ / ₂ 144

The tobacco export trade of this port, which used to be on a large scale before the war, has fallen off to a great extent, as will be seen by the annexed Table.

EXPORT of Tobacco from New Orleans during the past Ten Years, with Destination.

Destination.	1855-6.	1856-7.	1857-8.	1858-9.	1859-60.	1860-1.	1861-2.	1862-3.	1863-4.	1864-5.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
Great Britain ..	7,531	11,446	13,733	20,144	17,165	7,464	..	569	..	185
France ..	5,942	1,288	16,164	9,876	8,419	4,544	100	3,969	7	19
North of Europe ..	13,370	15,150	6,306	23,599	23,322	6,577	536	2,094	123	..
South of Europe, } Mexico, &c. }	23,075	13,665	26,081	19,910	24,335	18,915	1,248	2,383	3	..
Coastwise ..	9,156	8,632	9,931	6,445	9,448	2,306	340	8,541	664	1,627
Total ..	59,074	50,181	72,215	79,974	82,689	39,806	2,224	12,556	799	1,831

The same falling-off in the receipts of sugar and molasses will be perceived by the annexed Tables. The trade in these articles was, however, always more or less confined to the coastwise trade, and scarcely any was exported from this port.

The following Table gives the export coastwise of sugar and molasses from this port during the last five years.

Exports of Sugar and Molasses from New Orleans, for Five Years (up the River excepted), from September 1 to August 31.

Whither Exported.	1864-65.		1863-64.		1862-63.		1861-62.		1860-61.	
	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.	Sugar.	Molasses.
New York	831	1	34,185	..	81,645	..	66,993	..	21,436	..
Philadelphia	10	4,004	1,278	63,312	8,037	145,066	4,471	13,352	607	40,088
Charleston, S.C.	.. 13	541	2,886	8,340	5,964	18,427	3,080	1,169	1,876	..
Savannah	..	..	114	..	555	..	119	..	7	4,281
Providence and Bristol, R. I.	..	..	..	..	..	..	..	..	2,491	7,765
Boston	..	..	..	..	..	..	..	..	2	..
Baltimore	..	..	..	..	..	..	..	..	158	328
Norfolk, Richmond, and Petersburg	..	..	..	..	..	..	..	..	..	..
Alexandria, D. C.	..	..	..	..	..	..	..	..	..	..
Mobile	..	..	..	..	..	..	..	..	..	..
Apalachicola and Pensacola	..	..	..	..	..	..	..	..	..	..
Other Ports	..	..	..	..	..	..	..	..	..	..
Total	882	1	39,484	83,533	98,266	187,143	86,372	78,878	42,163	185
	217	5,266	2,071	..	9,969	..	4,773	..	47,24	122,512

COMPARATIVE Prices of Sugar on the Levee, on the 1st of each Month for Five Years. Embracing the range from Inferior to Choice.

	1864-65.		1863-64.		1862-63.		1861-62.		1860-61.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September	..	to ..	..	to ..	..	to 10	3	to 7	..	to 10
October ..	23	26½	11½	11½	..	9	4½	..	..	10
November	22½	25	11½	11¾	..	11	1½	6	4	8½
December	20	25	..	12	6¾	..	1¾	5	2½	7
January ..	12	25	..	..	6¾	..	1¾	4½	2	6
February ..	20	25	8	13¾	..	9½	1¾	4½	2	6½
March ..	18	25	10	14	..	10½	1½	4½	2½	6¾
April ..	12½	21	12	16¾	..	10	1½	4½	3	7
May ..	12	17½	8	22	..	10½	4	13	2½	5¾
June ..	11½	16½	..	..	..	11	3	7½	2½	6
July ..	12½	15½	..	..	..	12½	3¾	5½	2½	6
August ..	10	19½	..	27	..	12	..	6	2½	8

COMPARATIVE Prices of Molasses on the Levee, on the 1st of each Month for Five Years. Embracing the range from Inferior to Choice.

	1864-65.		1863-64.		1862-63.		1861-62.		1860-61.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September	70	to 80	37½	to ..	..	to 30	15	to ..	15	to 37
October ..	85	87½	30	35½	30	34	..	19	15	..
November	80	90	..	60	..	30	14	18½	30	40
December	90	126	..	58	..	39	16	19	12½	22
January ..	67½	125	..	54	..	41	16	20	15	24
February ..	105	128	50	62	..	35	12	16½	10	25
March ..	110	127	50	67	..	36	13	17	16	27½
April ..	80	90	60	77½	..	41	13½	20	12	27
May ..	25	60	65	100	..	37	..	22	12	..
June ..	75	85	..	..	..	38	..	17½	15	25
July ..	45	75	..	..	41	..	..	19	20	26
August ..	..	85	..	100	..	40	14	19	15	23

COMPARATIVE Rates of Exchange on London, Paris, and New York, on the 1st of each Month for Three Years past. (60 Day Bills—clear on London).

	1864-65.			1863-64.			1862-63.		
	London.	Paris.	New York.	London.	Paris.	New York.	London.	Paris.	New York.
	Per cent.	Per doll.	Dis.	Per cent.	Per doll.	Dis.	Per cent.	Per doll.	Dis.
September ...	235	2 22	...	142½	3 85	...	...	...	...
October ..	245	2 35	...	152½	3 67	...	...	...	...
November ...	237½	2 42	...	165	3 42	...	...	...	...
December ...	252½	2 27	...	165	3 50	...	...	...	...
January ...	244½	2 35	...	167½	3 37	2½	...	...	...
February ...	211½	2 66	...	174	3 20	...	157	3 55	...
March ...	213½	2 65	...	177½	3 17	...	...	...	...
April ...	177½	3 15	...	176½	3 14	...	190	3 00	...
May ...	157½	3 60	...	197½	2 80	...	172½	3 05	...
June ...	145	3 87	...	209½	2 71	...	165	3 35	...
July ...	150½	2 75	...	235	...	...	165	3 35	...
August ...	150	3 80	...	322½	1 85	...	153	3 60	...

Agriculture.—As regards the culture of the great staples of Louisiana and Mississippi—cotton and sugar—there are two wants which will have to be supplied to the planter before the production can ever approach the quantity produced before the outbreak of the civil war. The want of capital and labour are the difficulties which he now has to encounter ;

advances on the growing crop, such as could be readily obtained in former times, are now not to be had. Parties to lease his plantation at an absurdly low rate are certainly to be met with in many cases, but in a great many of these cases the people who rent have to rely upon the crops for the payment. A good many plantations have been sold and leased to men from the Northern States, who, if they can afford to receive a small interest for their investment for a year or two, may eventually do well.

We are not as yet in a position to form an estimate of the probable success of free labour in the Southern States. In forming any estimate upon this subject it is scarcely fair to take into account such experiments in free labour as have been tried during the progress of the civil war. We must wait patiently until at least two years have elapsed from the time that contracts with the negro have been entered into, and then compare the production of the second year with the first. That the free labour system will bear this test I have but little doubt. From all I can learn on the subject there are many portions of Louisiana, Mississippi, and Texas, in which labour contracts with the freed men are being extensively entered into; the negroes are coming forward freely to make such contracts, and it is to be hoped that they will carry them out. In many instances they return to their old masters, and this is certainly a hopeful sign for the future.

There is no basis to go upon in estimating the future crop of either sugar or cotton; all estimates made at the present time can only be looked upon as the vague conjectures of interested parties. By taking up some of the trade circulars that appear from time to time, estimates as to the production of cotton for this year will be found ranging from one to three million of bales.

There appears to be a greater disposition to rent cotton than sugar plantations, the capital required for carrying on the cultivation of the former being far less than is necessary for the successful operation of a sugar plantation, and the cultivation of sugar is attended with much greater uncertainty than that of cotton.

The city of New Orleans has always been considered abroad as being unhealthy; that there have been some extremely unhealthy seasons there can be no doubt, and the summer climate is unsuited to some European constitutions, but many foreigners enjoy excellent health in New Orleans all the year round. The great scourge of this city has been the yellow fever, but we have been free from it for four years; many people consider that the quarantine regulations, which are strictly enforced between the 1st May and 1st November, have prevented this contagious disease from being introduced from the Gulf ports.

The experiment of white labour on the plantations is being tried on a small scale—one mercantile house advertising to procure German emigrants to work on plantations—some have already arrived. I have very great doubts if this scheme will be successful, or if it will be found that white men can do field labour with effect in this climate during the summer months, and it will be very difficult to make such contracts in Germany or other foreign countries with labourers as would be considered binding under the laws of the United States. Labour, such as loading and unloading vessels at the wharves, and every description of mechanical labour is paid highly here; but an ordinary labourer about to emigrate had better consider before doing so that such a thing as constant employment is unknown in this city; he may receive during a portion of the year three to four dollars per day, but he will find that in summer he will have to be idle the greater portion of his time. A mechanic in England or Ireland with steady employment is better off than one here

who may get work two or three days in the week. Another circumstance regarding labour here is, that many labourers come from the Northern States during the winter months, and return to their families in the summer, having saved a good deal of money. The only class of emigrants who would be likely to do well are those who have a small capital and can rent or buy a few acres of plantation-land, and can afford to hire negro labour, this class would have every chance of improving their condition in a very few years.

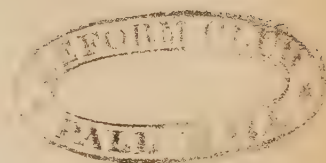
The close of the war has found the railways in the Southern States in a very dilapidated condition; their condition is now being rapidly improved; still an immense amount of labour remains to be done in order to bring them to the state of efficiency that existed in 1860. The mails from New York now reach us by rail, but take from eight to nine days instead of four to five.

Many years must elapse before we can expect to see the prosperity that existed in the Southern States fully restored.

New Orleans, February 14, 1866.

COMMERCIAL REPORTS

RECEIVED AT



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FROM

HER MAJESTY'S CONSULS,

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FEEJEE AND TONGA ISLANDS.

*Report by Mr. Consul H. M. Jones on the Trade of the Feejee Islands
for the Year 1865.*

EXPORTS.

The following comparative Table shows the increase in the value of Feejean exports during the past year.

Articles.	1864.		1865.	
	Quantity.	Value.	Quantity.	Value.
Cocoa-nut Oil	600 tons	£13,200	500 tons	£11,000
Cotton	100 tons	3,000	55 tons (clean) 220 tons (in seed) } 6,000 3,200	
Beche de Mer	25 "	960	500 piculs	1,200
Wool	6,100 lbs.	204	25 bales	400
Tortoise Shell	500 "	250	750 lbs.	375
Fibre (coir)	80 tons	2,150	50 tons	1,500
Pigs, Timber, Oranges, &c.	..	..	..	500
Total	..	19,764	..	24,225

Cocoa-Nut Oil.—The export of cocoa-nut oil has declined during the past year, notwithstanding the increased price of this article. Various causes are assigned for the falling off,—that the trees are still suffering from the effects of a violent hurricane which took place in March 1864, and that the unusual drought in the Windward Islands has retarded the growth of the yams, and forced the natives to use for food the nuts which they had collected for the manufacture of oil.

Cotton.—The cultivation of cotton has much increased in the Feejee Islands during the past year, and the good prices that this article commands at present will no doubt give it a further impulse; the rapid fall of prices towards the middle of the year threatened to affect very seriously the new industry, and more especially as cotton prints—the standard currency of the Islands—continued extravagantly high. The planters were consequently disappointed in the result of their speculations, and the native growers were about to replace the cotton plants with yams, when the increase of prices induced them to continue the cultivation of cotton.

The poverty of the white traders acts injuriously on the native industry, as any unsteadiness in the market prices paralyses their enterprise; at the same time the large profits they require on their small outlay leaves but a meagre return to the native producer.

Freight continues high, and as the cotton is for the most part shipped uncleaned and unpressed, nearly 75 per cent. of this charge is a clear loss to the shipper. There are but two gins at work in these Islands as yet, both are attached to windmills. No cotton presses have been erected.

Sea Island cotton is in great favour and succeeds admirably in these Islands; its rapid yield—within four months after planting—recommends it to those planters who require a quick return for their outlay. The Brazilian cotton is, however, the standard crop, and brings a fair price in the European markets.

Beche de Mer.—Beche de Mer is at present in great demand in the Australian colonies—for the use of the Chinese immigrants, and the fishing in Feejee is very active. Next year, when the drying houses are in full working order, the exports of this article will exceed fifty tons.

Wool.—Wool produced in Feejee commands a high price in the colonial markets, and its quality will be further improved in the extensive grazing grounds lately occupied on the western coast of Viti Leon. Our extended knowledge of the interior of this Island shows that there are considerable tracts of grass land in the southern, western, and central districts, and as water abounds everywhere, and the climate is very healthy, the stock owners of Australia may probably extend their operations in this direction.

Fibre.—The export of cocoa-nut fibre has fallen off during the past year, as the inferior quality of the article, and the careless and fraudulent manner in which it is packed, render it comparatively valueless in the Australian markets.

Coffee.—Coffee plantations are rapidly increasing, more than 120,000 trees have been planted during the past year. The beans produced here will bring in the group about a dollar the pound for seed, consequently there will be no export of this article for some years to come.

Sugar-Cane and Tobacco.—The great advantages that these Islands offer for the cultivation of sugar and tobacco ought to induce many possessing unemployed capital in Australia to turn their attention to this enterprise, there is every reason to believe that it would prove very remunerative as land is easily purchased from the natives, and cheap labour can be obtained from the neighbouring groups of islands.

Dilo Oil.—The dilo tree grows abundantly throughout Feejee, from the nuts a valuable oil is extracted, very effective in cases of rheumatism; this oil (the Woondel, or bitter oil, of Indian commerce) brings 90% the tun in the European markets, and it is much to be regretted that no steps have hitherto been taken to make it a staple article of export from Feejee.

Feejeean Arrowroot.—The medicinal value of Feejeean arrowroot has been highly extolled by Dr. Leeman and other scientific travellers in Polynesia. It forms as yet no part of the exports from Feejee, although it is produced in large quantities throughout the group.

IMPORTS.

The manner in which commerce is carried on, by the vessels engaged in the island trade, renders it difficult to state for certain the value of the goods imported. The masters generally make the tour of the several groups of islands, calling at each of the trading stations, and replenishing the stock of the resident traders as they may require to have it renewed. The cargo is seldom consigned to any merchant residing in the Islands, but is left for the master or supercargo to dispose of to the best of his judgment.

The value of goods imported in this manner into Feejee during the past year may amount to about 20,000*l.* sterling, and the articles most in demand are printed cottons, muskets, gunpowder, axes, and butchers' long knives.

Immigration.—Many immigrants have arrived here during the past

year from the Australian colonies, several tracts of land for immediate occupation have been purchased by them from the natives.

Whaling Trade.—Since the American war commenced the whaling trade has altogether ceased in these Islands during the past year, only three whaling vessels touched here, and but one of these had a full cargo of oil.

Shipwrecks.—Two trading vessels have been lost in the neighbourhood of Feejee during the past year, the “Star of Eve” brigantine, of Sydney, 110 tons, during a gale, off the Island of Rotuma; and the “John Wesley,” missionary brig, of London, wrecked on the reefs of Tau in the Tonga group; the entire crew and the greater part of the cargo were saved in both cases.

Port Leonka, Feejee, December 26, 1865.

FRANCE.

CHERBOURG.

Report by Mr. Consul Hamond on the Trade of Cherbourg for the Year 1865.

THE port of Cherbourg has hitherto been almost ignored by the commercial world, its trade has been unimportant, and that trade, which was chiefly confined to coasting vessels of small tonnage, has met with a formidable rival in the railway opened to Paris in July 1858, and the new traffic which might have been reasonably expected has found an outlet in other ports.

Of British ships entering the port there were—

					Ships.	Tonnage.
1863	..	..	..	..	188	13,206
1864	..	..	..	..	213	15,909
1865	..	..	..	..	258	23,277

Of French vessels there were—

					Ships.	Tonnage.
1863	..	..	..	..	168	7,135
1864	..	..	..	..	171	7,182
1865	..	..	..	..	76	6,211

Of foreign vessels during the same years the numbers vary slightly, and they are for the chief part composed of Norwegians loaded with timber.

The British trade in imports has been principally confined to coals and cement; a considerable decrease has taken place in the latter, the Government works being near their completion.

There were imported—

					Kilogrammes.
In 1863	..	..	..	..	4,604,865
1864	..	..	..	..	3,383,300
1865	..	..	..	..	645,555

The coal trade is beginning to improve: the public are now becoming purchasers, and may shortly make up the loss occasioned by the withdrawal of the French Government from the British market.

The imports of this material were—

					Kilogrammes.
In 1863	..	..	..	..	14,280,813
1864	..	..	..	..	18,516,425
1865	..	..	..	..	21,073,453

A discovery of iron ore in the neighbourhood may hereafter give rise to a trade of considerable importance. The quantity exported has

diminished since 1863 (when it commenced), but this may be ascribed to the trade being now monopolized by one firm, whereas at the beginning several competitors were in the market. Swansea and Cardiff are at present the ports of import, and an advantageous branch of commerce may be thus mutually insured by the reduction in freight for Welsh coal on the one side, and iron ore on the other.

The principal exports are eggs and butter, of these there were—

				Eggs.	Butter.
				Kilos.	Kilos.
In 1863	..	..	..	1,334,581	358,001
1864	..	..	..	1,347,081	665,093
1865	..	..	..	1,585,515	989,702

The export of cattle is unimportant, the Channel Islands being almost entirely supplied from the small port of Dieselte. A notable difference is, however, evident in the pig trade, the numbers which are sent weekly to Poole forming a rapid increase.

A steamer now runs from this port to Cherbourg twice in the week and offers a very fair prospect of materially benefiting the trade. A direct communication is thereby opened with the west of France and the important towns of Birmingham, Bristol, and the Welsh ports, by the Somerset and Dorset Railway.

Cherbourg may thus look forward to better days; the ports which have retarded its commerce must eventually cede to the advantages offered by its magnificent roadstead, and more favourable terms may naturally be expected for the transport of merchandise by rail.

Cherbourg, March 22, 1866.

ST. MALO.

*Report by Mr. Vice-Consul Monteith on the Trade and Commerce of
St. Malo for the Year 1865.*

THE trade between St. Malo and British ports shows an extraordinary increase by the Returns for the year 1865, and I may confidently affirm that it has far from attained its full development, and a further increase may be expected for many years to come. In my Commercial Report dated 2nd April, 1862, I ventured to predict the great increase of trade which has since been realised.

Under the head of Shipping and Navigation I beg to call your attention to the increase in the number of vessels, tonnage, and crews during 1865, as the following Table will clearly demonstrate.

Entered.

	British Vessels.	Tonnage.	Crews.
1865	683	79,546	7,465
1864	552	59,235	5,804
Increase, 1865	131	20,311	1,661

Showing an increase of 131 vessels, 20,311 tons, and 1,661 seamen.

Under the head of Trade and Commerce I have to report an increase during 1865 of 38,669*l.* on imports from British ports, and of 351,371*l.* on exports to British ports, as the following Table will show.

	Imports.	Exports.
	£	£
1865	118,281	988,226
1864	79,612	636,855
Increase during 1865 ..	38,669	351,371

In 1865 imports and exports with England amounted to 1,106,507*l.*

Under the head of Public Works I have nothing new to report. The floating basin will not be finished before two years from this time.

St. Malo, March 6, 1866.

G R E E C E.

PATRAS.

Report by Mr. Consul Ongley on the Trade and Commerce of Patras for the Year 1865.

THE arrivals and departures of British vessels at the port of Patras during the last five years, and the value of their cargoes, have been as follows :—

Years.	Vessels.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
1861 ..	146	43,953	62,000	519,658
1862 ..	168	52,756	66,805	480,505
1863 ..	162	50,090	52,075	567,570
1864 ..	116	45,770	52,890	446,130
1865 ..	124	45,900	54,950	533,330

There has been a slight increase in the number of vessels, but the tonnage has been nearly the same.

Trade and Commerce.—The export trade of the Morea, particularly of the west coast, has been good this year. The quality of the currants was excellent. The vessels that came to ship them arrived gradually, and the freights were maintained at passing rates; so that producers, shippers, and the shipping interest all made good profits.

The value of goods shipped was—

						£
From Patras ..	..	..	..	..	..	312,587
Pyrgos ..	..	..	..	..	..	73,408
Calamata ..	..	..	..	..	..	69,112
Vostizza, Trifillia, &c., about ..	..	..	..	..	..	241,308
Total ..	..	..	..	..	..	£696,415

Against £667,742 in 1864, and £728,197 in 1863.

The quantity of currants produced in the Morea, was, in the district of—

						Venetian lbs.
Patras ..	..	..	..	..	..	16,316,806
Vostizza ..	..	..	..	..	..	9,455,157
Gulf and Corinth ..	..	..	..	..	..	6,545,113
Pyrgos and Olympia ..	..	..	..	..	..	26,322,477
Filiatra ..	..	..	..	..	..	11,007,664
Calamata and Navarin ..	..	..	..	..	..	10,759,509
Total ..	..	..	..	..	..	80,406,726

Equal to 37,784 tons, to which is to be added about 610 tons produced at Nauplia. The quantity produced in 1864 was 38,070 tons, and in 1863 42,177 tons.

The imports during the year have amounted to—

	£
At Patras	312,587
Pyrgos	8,211
Calamata	52,681

Total £373,479

Against £339,739 in 1864.

Of this 373,479*l.*, about 85,000*l.* worth of goods were taken from England to Corfu in British steamers, and thence transhipped to this place in vessels under the Greek flag.

The prices of the principal articles of import and export during the year have been as follows :—

<i>Imports.</i>				£	s.	d.
Madapolams.. .. .	40 yards per piece			1	5	0
Prints	28 yards per piece			0	15	0
Cotton Water Twist, No. 10	20 yards per 10 lbs. bundle			1	2	0
Grey Domestics	24 yards per piece			0	13	0
Lead	per cwt.			1	3	0
Sugar	"			2	1	0
Coffee	"			4	6	8
Pepper	"			2	10	0
Alum	"			0	11	8
Sulphur	"			0	8	0
Iron Bars	"			0	11	7
" Swedish	"			0	18	0
Iron Hoops	"			0	13	8
Tin Bars	"			6	10	0
" Plates, I. C.	per box			1	10	4
Dry Hides	per cwt.			5	1	1
Codfish	"			1	3	8
Red Herrings	per barrel			1	10	4
Coal	per ton			2	0	0

<i>Exports.</i>				£	s.	d.
Tobacco	per cwt.	23s. to 43s.	6d.			
Valonea, Grossa	per ton			12	0	0
" Camata	"			14	0	0
" Camatina	"			15	0	0
Fustic	"			10	0	0
Cotton	per lb.	9d. to 1s.	4d.			
Currants, finest	per cwt.	22s. 6d. to 25s.				
" second quality	"	13s. to 18s.	6d.			
" damaged	"			0	11	6
Figs	"			0	16	2
Resin	"			0	8	0

The average prices of grain have been as follows :—

	£	s.	d.
Wheat per imp. quarter	2	17	9
Barley "	1	10	0
Oats "	1	10	0
Maize "	1	12	10

The rates of exchange on England, for bills at three months' date, have been as follows :—

	dr.	l.		dr.	l.
In January	28	37	In July	28	23
February	28	23	August	27	96
March	28	37	September	27	69
April	28	58	October	27	69
May	28	80	November	28	23
June	28	65	December	28	37

The weights, measures, and monies are:—

2,128 Venetian pounds	= one ton.
400 drams	1 oke.
1 oke	2½ lbs.
1 kilo	1 bushel.
3⅞ stremmas	1 acre.
100 lepta	1 drachma.
28 $\frac{1}{10}$ drachmas	£1 sterling.

The Greek National Bank has given a dividend this year of 13 $\frac{6}{10}$ per cent., and its paper circulation has been about 18,000,000 of drachmas.

Agriculture.—The currant crop was good, and of excellent quality.

The plantations of cotton have not answered so well as it was hoped they would. The yield in some places was only thirty okes per stremma, say 330 lbs. of unginned cotton per acre. This at 4*d.* to 4½*d.* per lb. barely paid the expenses of cultivation. American, Egyptian, and Greek seed was planted. The gross yield from each was nearly the same, but the two former qualities produce more clean cotton than the last. The growers complain that their fields are not protected from the depredations of cattle, &c., and that the villagers interfere with the arrangements for irrigation. Laws for the protection of agriculturists exist, but remain almost a dead letter.

The crops of grain this year were very deficient.

There was a small crop of valonea, but of good quality. The following is a statement of the quantity produced, it includes that grown in the north west of Greece, which is purchased by merchants of this place, and arrangements for its shipments are also made here.

				Venetian lbs.
Acarania	..	..	..	4,800,000
Marathonisi	..	..	..	2,800,000
Cape Papa	..	..	..	1,100,000
Total	..			<u>8,700,000</u>

Equal to 4,088 tons, of which there were shipped,—

				Venetian lbs.
To Italy	..	..	..	1,100,000
To England	..	..	..	5,900,000
Local Consumption	..	..	..	600,000
Still to Ship	..	..	..	1,100,000
Total	..			<u>8,700,000</u>

The crops of 1864 were,—

				Venetian lbs.
Acarania	..	..	..	10,000,000
Marathonisi	..	..	..	5,000,000
Cape Papa	..	..	..	2,200,000
Total	..			<u>17,200,000 = 8,818 tons.</u>

Large shipments of the crop of 1864 are made to Italy.

Population and Industries.—Under the head of population nothing new has occurred; the small-pox is still prevalent in some parts of the Morea.

The company that had commenced boring for petroleum, at Chiarenza, has abandoned the attempt.

Public Works.—The mole of Patras is being lengthened, 54 yards have been added to it this year, and the work will be continued. From

a report made this year to His Majesty by the Minister, it appears that since 1833 the roads made in the Morea have been,—

From Argos to Nauplia	.. ..	10,100	French metres, about	11,049	yards.
„ Mills, at Nauplia, to Tripolizza	.. ..	49,940	„	54,700	„
„ Calamata to Nissi	.. ..	9,750	„	10,666	„
„ Catacola to Pyrgos	.. ..	13,160	„	14,000	„
„ Sparta to Gythium	.. ..	43,520	„	46,805	„
„ Tripolizza to Megalopolis	.. ..	20,380	„	21,684	„
Total	.. ..			<u>158,404</u>	„

In all 90 miles in 31 years, or not quite 3 miles per annum. There remained at the beginning of this year 4,030 metres, 4,288 yards, to complete the road to Gythium, and 12,456 metres, 13,253 yards, to finish that to Megalopolis.

A lighthouse has been erected at the port of Catacoli. It is a revolving light with a flash every two minutes, and is fifty yards above the level of the sea; it is situated 783 yards from the Peninsula in latitude $37^{\circ} 38' N.$; longitude $21^{\circ} 18' 50'' E.$ of Greenwich, and is visible at a distance of 17 miles. It is impossible to hope for any considerable increase in the trade of the Morea until good roads are made, and unless the Government give more security to life and property.

Patras, March 31, 1866.

HANS TOWNS.

LUBECK.

Report by Mr. Vice-Consul Behncke on the Trade of Lubeck for the Year 1865.

I TAKE the liberty to send you my yearly Report of the trade of this city, and am happy that I can also this year report a gradual increase of the same, although without doubt great disadvantage has been caused to the further increase in the traffic, by the delay in throwing open the direct Lubeck-Hamburgh Railroad to the public, as also by the delay in forming other lines projected.

SHIPPING AND NAVIGATION.

The traffic with steamers in the Baltic has constantly increased, and almost every vessel procured a full cargo at a good freight. In autumn there was even a want of stowage room for the great quantity of goods laying here. The regular Danish mail steamers have also during the past year continued their voyages between Corsoer and Lubeck, although it cannot be denied that the route Corsoer and Kiel is two hours shorter. It seems that political grounds have a hand in preventing the former routes of the named vessels to Kiel being resumed.

The increase in the number of steam vessels plying between Lubeck and other ports is, at the same time, the cause of the decrease in the voyages of sailing vessels. One particular consequence of this is, that the number of "own sailing vessels" also decreases. They are now compelled, for the greatest part, to seek their freights in other ports, in and out of the Baltic.

The number of steamers and sailing vessels arrived in Lubeck in the year 1865 exceeds that of the year 1864 by 281 vessels, of about 48,720 tons burthen. The number of arrivals in 1865, compared with the last four years, amounts to :—

	Vessels.	Tonnage.
1865	1,765	279,560
1864	1,484	230,840
1863	1,302	183,288
1862	1,251	176,874
1861	1,074	171,950

Coasting vessels are not included in the foregoing figures.

The number of vessels arrived here carrying the British flag amounts to :—

	Vessels.	Tonnage.
1865	16	2,905
1864	32	5,644
1863	24	4,343
1862	21	3,721
1861	15	3,533

The decrease in the number of British vessels arriving here in the year 1865 is to be attributed to the circumstance, that in 1864, during the Danish war, almost all the vessels freighted to Lubeck were British vessels, as was also the case in the year 1863 with the vessels employed to ship iron rails to Lubeck, for the Lubeck-Hamburgh Railroad. The direct communication between Lubeck and Hull comprised four voyages of the steamer "Tona."

TRADE AND COMMERCE.

Although in the northern parts of Sweden, and the north part of the Duchy of Finland, the corn harvest was again a failure, and consequently the export of merchandise from Lubeck to those parts was only moderate, while at the same time bankruptcies in the named countries became unusually frequent, yet upon the whole, the year 1865 can be considered as a favourable business year for Lubeck. Not only has the traffic increased, but also through the gradual rise in the prices of some principal articles during the year, the result, upon the whole, has been a very profitable one in general for many merchants.

Not only wheat and rye and other sorts of grain, but also rapeseed has experienced a considerable rise; also various Russian export articles, viz., hempseed oil, rapeseed oil, linseed oil. St. Petersburg and Riga hemp were sold at good profits.

The principal business was, however, done in fir wood, and the import amounted in 1865 to 189,500 dozen boards and planks, and about 106,000 balks and spars. The import in 1864 amounted to about 154,000 dozen boards and planks, and about 64,000 balks and spars. An important quantity thereof not only goes to Hamburgh, Lauenburg, Holstein, and Mecklenburgh, but also, since the opening of the Elbe Trajet at Lauenburg, to Hanover, and in some cases as far as Westphalia and Hessa.

Raw pine-tree resin has fallen very much since the termination of the American war, and those who have any stock on hand must lose money thereby. Finland and Sweden cannot compete with America in this article, and the supplies from those places will in all probability decrease.

AGRICULTURE.

The crops of grain in north and east Germany have suffered an important decrease in the year 1865. On the contrary, potatoes gave a rich crop, thus contributing in some measure to supply the want of fodder. In spite of the high prices of grain, the farmers here are for the greatest part in an unfavourable position, having little grain to sell, and therefore lose money this year; this has caused a great want of funds amongst them, and many, especially those who only rent their farms, and have just entered into business, find great difficulty in keeping themselves upon their feet.

PUBLIC WORKS.

The opening of the direct Lubeck-Hamburgh Railway was very much delayed, and took place on the 1st of August, 1865, on which account no decided opinion can be formed about its profitableness; the number of passengers exceeds all expectation, however, the traffic in goods was expected to have been much greater. The formation of the line has cost a great sum, the estimate having been exceeded by 500,000 Prussian dollars (equal to 75,000*l.*) the eight and a-half miles (about 38 English miles) cost together nearly 4,300,000 Prussian dollars, or 641,800*l.*

According to the results given hitherto, the Lubeck-Buchen, and the Lubeck-Hamburg lines, both together, will only give a dividend of about 3 to 3½ per cent. for the year 1866, and therefore the State of Lubeck, as the principal shareholder of the two lines, will be obliged to provide elsewhere for the deficiency of about one per cent. in the interest amount. It is, however, to be expected, that after the lapse of some years no contribution on the part of the State will be required to cover the interest of the loan for these two lines, as the Lubeck-Buchen, in particular, since the formation of the Elbe Trajet at Lauenburg, enjoys yearly a great increase in its traffic. The total costs for the formation of these two lines were as follows, viz. :—

		\$		£
Lubeck-Buchen	..	about 2,500,000	or	375,000
Lubeck-Hamburg	..	„ 4,300,000	„	641,800
Total	..	6,800,000	„	1,016,800

After many delays, the Lubeck-Kleinen Railroad Company, which consists chiefly of English capitalists, is finally in a position to commence the formation of the projected line. The security required by the respective Governments has been deposited, and it is said that the company has undertaken to complete and throw open the line to the use of the public at the end of the year 1867.

The formation of a railroad from Lubeck to Travemünde by the Lubeck-Buchen Railroad Company, has been recommended by the Senate, and has given rise to much disagreement there being a great diversity of opinions on this subject. The estimate for the 2½ German miles is 900,000 Prussian dollars, equal to 135,000*l*. By far the greatest part of the population of Lubeck believe that this line will never pay the interest of the capital, and many merchants even fear that the trade of Lubeck will be seriously injured thereby. On the contrary, the advocates thereof consider it to be a necessary link in the chain of traffic requisite to secure for the future the passenger and post communication with Denmark and Sweden over Lubeck, and at the same time to raise and maintain a new source of income for the Lubeck-Buchen and Lubeck-Hamburg lines. Hitherto, political grounds have induced the Danish Government to keep up the post communication between Lubeck and Corsoer; but as at the same time with the appearance of the railway project of Kröhncke, the intention was also formed of selling all the Danish railroads to one company, under the condition that the said company forms a Südseeland Railroad from Copenhagen to Wordingborg, and further, over Falster to Gjedser, and over Laaland to Nystedt; and, moreover, as the distance between these places and Travemünde is shorter than the route via Kiel, should this Danish railway project be realized, Lubeck would certainly be the most natural place for the post route, as also for the tour by sea. Lubeck is more favourably situated than any other Baltic port for the junction with the German, French, and English mails.

The Senate of Lubeck proposes making advances to this Danish project, by immediately forming the line to Travemünde, whilst, on the contrary, a great part of the inhabitants of this city wish to have some guarantee from Denmark before they consent to the payment of such an important sum of money for this line.

The merchants of Lubeck, in particular, wish very much that the water-way to this city should be shortened by cutting a new canal, which would reduce the time required to pass from Travemünde to Lubeck to one hour. The above questions will be decided shortly.

The Commission appointed by the Board of Trade of this city to

examine into the merits of the North East Sea channel will in a short time publish the results of its researches concerning a St. Margarethen-Lubeck channel, and I shall then take the liberty to forward the publication to you, together with the requisite charts. In the meantime, the line chosen for the channel by the Berlin Committee, St. Margarethen-Eckernförde, seems to answer the intentions of the Prussian Government the best, and, therefore, they will scarcely pay any attention to the proposals made from any other quarter.

The advantages accruing therefrom to the commerce, do not appear to bear any proportion to the vast outlay of money required; and, therefore, in spite of the assistance promised by the Government, there is little prospect of its being supported by private investment.

In conclusion, I take the liberty to send you enclosed a list of vessels arrived at and departed from the port of Lubeck under various flags.

RETURN of British and Foreign Shipping at the Port of Lubeck in the Year 1865.

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	16	3,622	16	3,622
Lubeck	151	27,458	158	29,380
Danish	465	74,272	470	74,768
French	6	840	6	840
Hanoverian	21	1,818	22	1,364
Mecklenburgh	106	21,862	96	19,350
Netherlands	11	1,028	10	966
Norwegian	40	7,268	41	7,564
Oldenburg	3	430	3	430
Prussian	68	7,044	64	6,478
Russian	285	51,938	283	51,480
Schleswig-Holstein	159	5,812	157	5,710
Swedish	434	76,668	432	76,284
Total	1,765	139,780	1,758	139,118

Lubeck, February 19, 1866.

MOROCCO.

DAR-EL-BAIDA.

Report by Mr. Vice-Consul Wooldridge on the Trade of Dar-el-Baida during the Year 1865.

THE returns of trade at this port during the year 1865 show a considerable increase on last year in both its branches, as follows :—

	Imports.	Exports.
	£	£
In 1865	49,766	101,707
1864	28,725	87,812
Showing an increase of ..	21,041	13,895

IMPORTS.

Calicos, &c.—It is satisfactory to know that the greatest increase in the imports has been in the English cotton stuffs—shipped hither direct from London in the English line of steamers—and which have been in great demand lately. Regarding the other articles of importation, such as hardware, crockeryware, groceries, &c., the increase on last year is very slight. It is right, however, to observe, that the port of Dar-el-Baida being the *entrepôt* on this coast for all the larger towns between it and Fez, much of the merchandise imported at this port is not for the market here, but for Rabat, and other large towns in the interior, whither it is conveyed on camels. As long as the obstruction to commerce caused by the bar at the mouth of the river at Rabat exists, Dar-el-Baida will gain yearly in commercial importance, as it has been shown during the last ten years.

EXPORTS.

Wool.—The export of wool has, however, been less this year than last, owing, as I am informed by the wool merchants, to the quantities of dirt and other rubbish mixed up with the wool last year, when it was brought to the “Sok” of the town to be sold, so that this year merchants having employed their own agents to purchase for them in the interior, wool has been entirely free from all the filth and other additions introduced by native farmers to make weight, and which is exported in the same state it is bought.

This year wool has been exported much cleaner, in its natural grease only. The slight decrease on the exportation of wool may also be attributed to the mortality of sheep during the severe winter last year. Wool has been shipped mostly for France, though a few cargoes have left for England and Portugal.

Grain.—The produce of grain has been much greater than was anticipated, as, from the unusually heavy rains during the sowing season last year, much seed was destroyed after it was sown, and many farmers were prevented from sowing at all. Notwithstanding which, the crops have

been very plentiful, and, had the season been more favourable, would have been no doubt very considerable, even for this well-known fertile province.

Maize, Beans.—Maize and beans are the articles mostly cultivated in this district, most of the former being bought for the Portuguese markets, and nearly all of the latter for the English.

Peas.—Peas, or garbanyos, though not so extensively produced, are of good quality, and are shipped mostly for Spain. The quantity exported this year is about double that exported in 1864.

Cotton.—Cotton is cultivated in this district, but, as usual, on a very small scale. An excellent article, however, is produced; and although its exportation is permitted, it is all sent hence to Morocco, to be sold there.

On the whole, the trade of Dar-el-Baida during this year has been most satisfactory, especially when taking into consideration the stagnation of all trade since the month of September, when the cholera first visited Gibraltar.

Dar-el-Baida, December 31, 1865.

LARAICHE.

Report by Mr. Vice-Consul Duncan on the Trade of Laraiche for the Year 1865.

THE import trade has increased this year, but not to such an extent as was expected. Had it not been for the non-admittance of vessels from Gibraltar for nearly three months, during the cholera, the imports would have been greater.

The failure of the crops this year, caused by the heavy rains, has made a great difference in the export trade.

Laraiche, December 31, 1865.

MAZAGAN.

Report by Mr. Vice-Consul Stokes on the Trade of Mazagan for the Year 1865.

THE grain crop this season is considered to be an average one, and the quantity shipped to Europe has been as follows :—

				To Great Britain.	To Portugal.	To Spain.
				Quarters.	Quarters.	Quarters.
Beans	..	..	..	13,000	..	..
Maize	..	..	..	3,600	1,340	..
Peas	..	..	..	..	..	4,740

Cotton.—The cultivation of this article has not been extended—on the contrary, it has decreased, and the crop, although a fair one, has amounted only to 300 bales, or 800 cwt. One hundred bales of this cotton has been shipped to England, and the remaining 200 has been sent to the Fez and Morocco markets. The decrease in the cultivation is attributed chiefly to His Majesty the Sultan having limited the exportation of this article to one year, thereby deterring Europeans from engaging to any very large extent in its cultivation, for it would not be worth their while to invest any large sums of money in preparing the land, when the term of export is only for one year.

Wool.—Of this article, the quantity shipped this year has exceeded that of last by 1,900 bales. The whole of this wool has been shipped to France.

Mazagan, December 31, 1865.

MOGADOR.

Report by Mr. Vice-Consul Carstensen on the Trade of Mogador for the Year 1865.

THE following Table will show a considerable increase in the shipping, as well as in the imports and exports, when compared with those of the year 1864. Notwithstanding that the prices of merchandise have ranged higher in 1865 than during the previous year—which circumstance will, to some extent, swell the figures shown in the returns—yet a considerable augmentation has taken place in the trade of Mogador during the past year, owing chiefly to the daily increasing traffic with the city of Morocco, and other places in the interior.

The building by the Government of the new houses and stores for merchants is steadily progressing, and when completed will no doubt be the means of augmenting very considerably the trade of the port.

	ENTERED.			
	Total Number of Vessels.	Total Number of British Vessels.	Total Value of Cargoes.	Total Value of Cargoes from Great Britain.
In 1864	75	44	£ 230,312	£ 181,992
1865	98	61	349,559	308,795
Increase in 1865 ..	13	17	119,247	116,803
	CLEARED.			
	Total Number of Vessels.	Total Number of British Vessels.	Total Value of Cargoes.	Total Value of Cargoes from Great Britain.
In 1864	72	41	222,822	147,467
1865	95	58	382,324	302,688
Increase in 1865 ..	23	17	159,502	155,221

Mogador, March 1866.

MOROCCO.

Report by Mr. Consul White on the Trade and Commerce of Morocco during the Year 1865.

SHIPPING AND NAVIGATION.

A COMPARISON of the number and tonnage of vessels of all nations that visited the various ports of Morocco during the years 1864 and 1865 shows a decrease for the past year, the numbers for these years being respectively as follows :—

			Vessels.	Tonnage.
In 1864	..	..	1,108	122,950
1865	..	..	945	115,276

A like decrease is observable in British shipping, which of itself forms in tonnage fully two-thirds of the total shipping trading with Morocco, the numbers of British vessels which entered the Moorish ports during the same years being as follows :—

			Vessels.	Tonnage.
In 1864	..	..	536	82,467
1865	..	..	447	77,008

This falling off in the amount of shipping is in no way attributable to a diminished trade between this and foreign countries—on the contrary, trade has been more than usually active, but was caused solely by the closing of Moorish ports to vessels coming from suspected ports during three months of the year, on account of the existence of cholera at Gibraltar, Cadiz, and various ports of the Mediterranean.

The number of foreign vessels which entered Moorish ports during the past year was 498, of 38,168 tons, principally French, Italian, Spanish, and Portuguese. There was a great decrease in French shipping, whilst that of Italy, Spain, and Portugal have increased. The Italian commercial flag was formerly scarcely seen on the coast of Morocco, but the shipping of that nation now ranks third in amount of tonnage amongst foreign shipping, following immediately after Great Britain and France.

TRADE AND COMMERCE.

The trade of Morocco during the year 1865 experienced a marked improvement as compared with former years, and especially with the year 1864; and were it not for the obstacles thrown in its way by the vigorous measures which, as stated above, were adopted at all the ports, with a view to excluding cholera, the amount of exports and imports would doubtless have been larger than they actually were.

Exports.—The total value of exports from all the ports of Morocco was 1,014,031*l.*, of which exports to the value of 707,891*l.* were for Great Britain, being an increase of 136,151*l.* in the total exports, and of 133,518*l.*

in the exports to Great Britain, as compared with the year 1864, and surpassing those of any former year.

The principal exports from Morocco were as follows:—

Articles.			Quantity.	Destination.
Almonds	..	.. cwt.	30,957	Great Britain.
Beans	..	quarters	42,020	Great Britain and Portugal.
Canary Seed	..	.. cwt.	17,842	Great Britain, Spain, and Portugal.
Dates	..	.. "	3,748	Great Britain.
Gums	..	.. "	13,252	Great Britain.
Goat-skins	..	.. "	3,706	France.
Hides	..	.. "	5,572	Great Britain, France, and Portugal.
Haicks	..	.. bales	7,361	Egypt.
Maize	..	quarters	42,630	Portugal and Great Britain.
Oil	..	.. cwt.	94,854	Great Britain.
Ostrich Feathers	..	.. cases	102	Great Britain.
Peas (Chick)	..	quarters	12,636	Spain.
Slippers	..	.. bales	2,712	Egypt.
Wax..	..	.. cwt.	5,476	Great Britain and France.
Wool	..	.. bales	25,180	France and Great Britain.

Imports.—The imports for the years 1864 and 1865 were as follows:—

In 1864, 803,494*l.*, of which 644,303*l.* was from the United Kingdom; in 1865, 1,071,059*l.*, of which 907,707*l.* was from the United Kingdom, being an increase during the latter year of 267,565*l.* in the total imports, and of 263,404*l.* in the imports from the United Kingdom. In no former year have the imports from the United Kingdom approached this amount. It is satisfactory, also, to observe, that the quantity and value of Manchester goods imported into Morocco in 1865 was, as is seen by the following Table, unusually large.

				Quantity.	Value.
				Bales.	£
In 1864..	..	..	..	5,237	371,449
1865..	..	..	..	7,386	553,531

AGRICULTURE.

Notwithstanding the heavy rains which occurred in the early part of the year, by which the sowing was delayed till very late in the season, the grain crops were more than fairly good. The export of wheat and barley is not permitted, but the quantity of maize, beans, and peas exported during 1865 greatly exceeded that of the previous year. The oil crops also were good, and the quantity exported much larger than in 1864.

Wool.—The exportation of wool during the past year exceeded that of 1864; the quantity exported in 1864 having been 18,613 bales, whilst in 1865 it was 25,180 bales. France and England are the principal exporters of this article of commerce.

It is stated that since the markets of the interior have been thrown open to the agents of European merchants, the wool is sent to the ports in a far cleaner state than formerly, when it was purposely weighted by the Arabs with extraneous substances, with a view to greater gain; so that the increase in its exportation is really greater than would appear from a mere comparison of figures.

Cotton.—It is to be regretted that the cultivation of cotton, so far from receiving any extension during the past year, has, on the contrary, diminished. It is true that the quantity exported, namely, 100 bales of

2½ cwt. each, exceeded that of the previous year, but the quantity retained for home consumption was less than usual. Various causes have been assigned for this unfortunate result, one of which is, that its exportation having been permitted for one year only, people are deterred from speculating to any great extent in its cultivation by the fear that at the expiration of the term the prohibition may be reimposed. Another reason is, that an opinion seems to have prevailed amongst the peasants that the Government authorities are unfavourable to its cultivation ; and a third cause pointed out is, that the speculation not having proved so highly remunerative as was anticipated, it was abandoned by those who entered into it in the hope of obtaining from it an excessive profit.

The fact, however, remains, that in various parts of Morocco whole districts are found in every way adapted for the growth of this plant. The agricultural classes of the population are industrious, and labour cheap, whilst sufficient security and protection exists in those parts of the country where the experiment of its cultivation is more likely to be essayed. The want of success during the past year, though doubtless discouraging, should not, therefore, be considered as decisive against the experiment.

Tangier, March 23, 1866.

RABAT.

Report by Mr. Vice-Consul Hay on the Trade of Rabat for the Year 1865.

THE following Table shows the shipping trade and value of imports and exports at Rabat during the past year, compared with the year 1864.

			Total Number of Vessels.		British Shipping only.		Imports.	Exports.
			Vessels.	Tons.	Vessels.	Tons.		
							£	£
1864	..	..	36	2,704	12	972	72,372	72,644
1865	..	..	29	2,476	8	499	56,684	46,293

It is unsatisfactory to have again to note such a considerable decrease in the trade of this port. On comparing the total value of imports in 1865 with the previous year, a deficiency appears of 15,000*l.*, and in the exports, a decrease of 26,000*l.* This falling off can only be attributed to the almost total failure of the grain crops, coupled with the very great deficiency in the wool clip, caused by the great rain-falls during the winter season of 1864-65, which destroyed the young plants, and caused great mortality amongst the flocks.

Wool, the principal article of export, shows a decrease in 1865 of 9,500 cwt., of the value of 27,000*l.*, under the previous year. Amongst the minor causes which have affected, and continue even now to affect, the trade at this port, are, as stated in my last Report, the greater liberality shown by the custom-house officials in levying the duties at other ports, added to the fact that goods are brought more expeditiously by the line of steamers established from London direct to other ports on the Moorish coast. These steamers, in consequence of the difficulty of communication, do not touch at Rabat. Native merchants also have learnt the advantage of trading for themselves direct from England, instead of making their purchases through agents at Gibraltar, from whence all the imports to this country were formerly re-shipped.

Cotton goods, the principal article of import, have fallen off to the extent of 16,000*l.*, as compared with the amount imported in 1864, and cannot be said to have been counterbalanced by the slight increase which has taken place in the amount of iron and sugar. The import of iron, sugar, and other heavy goods, continue to be brought in increasing quantities in sailing vessels to this port, either direct from England or *via* Gibraltar, as they offer greater difficulties for land transport than cottons or other valuable and lighter goods which are brought to this mart from other ports.

The iron imported in 1865 exceeds in value 2,500*l.*, and sugar 1,500*l.*, that imported in 1864. This fact, as well as the large arrivals of imported goods overland from other ports, maintains the supposition to which the decrease in the trade at Rabat may be partially attributed.

A site, some 40 miles from Rabat, was fixed upon last year by the Moorish Government for the growth of cotton, and the produce was this

year brought to Rabat; but for want of machinery necessary for cleaning, or from other causes, this cotton, amounting to about 7 tons, has been left in the seed. It is believed to be the intention of the Government to offer it for sale.

The cotton produced in the district around Rabat and Sallee is only sufficient for the home consumption of these towns. The price in the market for the native produce which is sold in the seed is about 40s. the cwt.

Rabat, January 9, 1866.

SAFFEE.

Report by Mr. Vice-Consul Elton on the Trade of Saffee during the Year 1865.

A CONSIDERABLE difference in the value of the imports and exports at the port of Saffee will be observed in the returns of trade for the years 1864 and 1865, which will be seen by the following statement.

				Imports.	Exports.
				£	£
1864	..	..	..	29,280	39,513
1865	..	..	..	92,932	71,240

This shows an increase of 63,652*l.* in the imports, and of 31,727*l.* in the exports, in 1865, over 1864; this increase may be considered to have arisen in the imports, from a fall in Europe, during part of the year 1865, in the prices of cotton goods, which encouraged British merchants, the principal traders at Saffee, to import largely.

The increase in the exports may be attributed to the crops of grain having been fully average crops in 1865, which was not the case in 1864.

The greater part of the imports and exports at Saffee, in 1865, were from and to Great Britain and colonies, which is shown by the following statement.

				Imports.	Exports.
				£	£
Great Britain and Colonies	..			76,770	53,927
Other Countries	..			16,162	17,313
Total	..			92,932	71,240

There is no doubt that the trade at Saffee would be considerably increased if a mole or pier were built at the place where the lighters now load and discharge goods, as the surf is frequently so heavy there that it prevents communication with vessels for a week or more, causing their long detention, on account of which the owners of vessels chartering for Saffee demand a higher rate of freight than for any other port on the coast of Morocco. In addition to this difficulty, goods are frequently damaged by sea water in discharging and loading.

Saffee, January 11, 1866.

TETUAN.

Report by Mr. Vice-Consul Green on the Trade and Commerce of Tetuan for the Year 1865.

THE Bashalic of Tetuan before the outbreak of the war with Spain in the winter of 1859-60, occupied a foremost position in the rank of Moorish provinces, not from its territorial extent, but owing to the size of the chief town, which gives its name to the district, and to the wealth and intelligence of its inhabitants, from among whom the late Sultan selected nearly all his principal officers of state.

The subsequent capture and occupation of Tetuan by the Spanish troops, for a term exceeding two years, created a most disastrous ruin amongst its Moorish inhabitants. Their hereditary aversion to the Spaniards, and not the inevitable consequences of a foreign military invasion, probably accounts for it. The few families who were unable to fly on the approach of the conquering army have ample reason to congratulate themselves on their unwilling detention, as their claims for the protection of their persons and property were admitted and rigidly enforced by the Spanish commanders. The ruined property of those who abandoned the town now only remains as an indelible mark of the horrors and ravages of war.

Taking Tetuan as a point of departure, the province extends about eight miles towards the west, twenty-four towards the north, seven miles to the eastward, and about five and thirty miles in the direction of the south and south-west. The surface of the district is chiefly mountainous and rocky, with two plains bordering the sea coast between Ceuta and the Bay of Emsa, on the confines of the province or country of the Reef.

One hundred and fifty thousand souls is not, I think, an exaggerated statement of the population of the province, although the estimate is only founded on native information and personal observation.

The climate is extremely temperate, and, with the exception of the lowlands during the summer months, the whole district is noted for its salubrity.

There are only two towns in the Bashalic, Tetuan and Sheshowan. The former the residence of the Kaid, or governor, and the latter presided over by a Khalifa, or deputy-governor, appointed by his Kaid.

Tetuan occupies a commanding position over the neighbouring plain. It is built on a plateau about 500 to 600 feet above the level of the sea, a height attained by a gradual ascent of seven miles from the coast. This plateau can almost be called a mountain gorge, for Tetuan is literally overhung, north and south, by high and precipitous mountains. Those on the southern side are of a most imposing and picturesque character, rapidly reaching bold and jagged summits, varying from 3,000 to 3,500 feet. The mountains on the northern side are less elevated, more uniform in shape, and do not possess beauties equal to those of their confronting neighbours.

Notwithstanding the Roman origin attributed to Tetuan by some European writers, no architectural or other remains exist to support the conclusion, whilst the few ruins at the neighbouring village of Samsa may denote the site of the ancient Jagoth, especially as the Moors consider

them Roman. As far as I can learn from the traditions of the natives, and the few written documents they still possess, Tetuan must have been built about the middle of the 15th century, by Sid Ben Mendri, a Spanish Moor, who came over from Algeciras and took service with a governor of Sheshowan, who gave him orders to build a walled town in the district of Beni Hosmar—the slopes of the mountains bordering the southern side of Tetuan. Ben Mendri planned out the town high up amongst the mountains, in the centre of the district, but owing to his perceiving the inappropriateness of the site, or, as the Moors say, to an evil omen, he suddenly caused the building of the walls to be abandoned in the unfinished state in which they are to be seen at this day, and removed his undertaking to the present commanding position. The town appears to have been, at first, a very small and insignificant place, and to have been known by the name of Hosmar. It was only at the approach of the final expulsion of the Moors and Jews from Granada and Castile that it began to assume important dimensions. The Hispano-Mauro refugees at first sought an asylum in the neighbouring little town or village of Sema, beautifully situated in the midst of stupendous precipices, and which appears to have been a Roman military post. They soon, however, flocked to the more conveniently placed Hosmar, and quickly outnumbered the original inhabitants, a fact amply attested to, even in the present day, by the prevalence of such Spanish surnames as Garcia, Martine, Ramon, Solas, Pais, Moliva, &c. The wise hospitality and tolerance of the Tetuanites towards the victims of the exodus from Spain, brought their town at once into prominence in Morocco, and it was about this period that it changed its original appellation into that of Tetuan or Tsetawan.

The population of Tetuan up to 1859 was supposed to number 40,000 souls, but I am convinced it never reached that figure. At present it cannot be above 18,000, divided in about the following proportions: Moors 8,250, Algerines 500, black slaves 2,000, Europeans 250, Jews 7,000. Of late years there has been a considerable emigration of Jews to Algeria. The Algerines immigrated here when their country passed into French hands.

There are thirty-two mosques in Tetuan, four of which are large buildings in pure Moorish style, and have considerable pretensions to beauty. The streets are wide in comparison to those of most Mohamedan towns, but sombre, owing to the absence of external windows in the houses, the interiors of which are frequently very quaint, if not beautiful, with the arabesque paintings of the woodwork, and the variegated tassellated and coloured tile pavements. The principal public buildings are the Sultan's palace and the custom-house,—the former must have been an imposing structure when in a state of repair, but now cannot even be used as a residence for the Basha. The custom-house is a collection of very indifferent store houses. The Spanish Government has nearly completed an edifice intended to commemorate the capture of Tetuan by the Spanish troops. It combines residences for the Spanish Consular officers, a church, and a convent and hospital for the Franciscan missionary monks. Although great sums have been expended (30,000*l.*) in the undertaking, the architectural result is of very small merit.

Tetuan is surrounded by thin stone and brick walls, from 15 to 20 feet high, crenelled for musketry and strengthened at the most prominent points with batteries for cannon. These batteries are sixteen in number, and now mount, in all, sixty-five 32-pounders and nine Blakely 6-pounders, bought in England in 1863. The town has six gates, at which octroi duties are levied on Moorish subjects.

The revenues of the mosque property and of the State inheritances are supposed to support the Mohamedan paupers of the Bashalic; the

Jews on the other hand are treated with considerable solicitude by their European co-religionists. Besides, the existence of important legacies for the benefit of the indigent, the Rothschilds of Paris have, for many years, been the means of securing medical assistance to Tetuan, although of late the town has had to experience the disadvantage of being without a medical man for months at a time. The Jews of Great Britain have taken a step which is likely, in time, to produce a most salutary change in their Tetuanite bretheren; they have devoted annually, since 1862, a sufficient sum to secure the establishment of a school, conducted by a European master on European principles. The school is open to all classes and to all denominations. The Jews of France have now followed a similar course for the benefit of their female co-religionists.

Although Tetuan is placed at seven miles from the coast, the unhealthiness of the lowlands has probably confined the port of Martine to being a mere custom-house *dépôt*, notwithstanding that the Sultan has no other opening to commerce on the Mediterranean coast of his empire, which is bordered by that sea for two hundred miles.

The Tetuan roadstead affords bad anchorage, and is exposed during all but westerly winds, therefore, it is seldom visited by shipping above 20 to 25 tons; vessels of this tonnage carry on the trade of the place, as they can cross the bar at the mouth of the River Boo'sfeha, and find a safe anchorage within, at Port Martine, where a considerable depth of water exists.

There is no doubt that, with very little trouble and expense, the Martine river could be made available to vessels of large tonnage, for during the Spanish occupation, when two steam tugs were employed in towing vessels over the bar, the motion produced by their paddle-wheels on the sand bank increased the depth of water and kept the channel constantly open. Were the Sultan to employ a steam dredge at the mouth of the Boo'sfeha, Tetuan would at once compete, or rather assist, with Tangier in provisioning Gibraltar and in providing the interior with European commodities.

The mouth of the Boo'sfeha is guarded by a kind of martello tower, which was bombarded and destroyed by a French squadron in the winter of 1859-60, but has since been rebuilt. Three other batteries also destroyed by the French have not been restored.

The road between Martine and Tetuan is very indifferent, and only practicable to wheeled conveyances during the summer, the Spaniards having macadamized but a very trifling portion of it near the town.

Sheshowan is situated at about five and thirty miles from Tetuan; no European has, as yet, visited it, but both Moors and Jews are loud in the praise of the beauties of its position. It is placed in the midst of the high mountains of the Beni Hassan, it is not walled, and the houses are small and unpretentious; its population consists of 6,000 Moors and 400 Jews. The Moorish inhabitants and the neighbouring Kabyle are very independent, and the Khalifa of the Basha of Tetuan exercises but a doubtful control over them. The climate is extremely variable, for during the winter Sheshowan is sometimes long and deeply covered with snow, and in summer the heat is intense, from the absence of sea breezes and the presence of masses of rock. The water supply, the orchards, the forests and the beautiful scenery are much extolled.

In the list of the manufactured productions of Tetuan fire-arms take first rank. There are 38 master gun-barrel makers, who employ about 230 men; there are 28 master gun locksmiths, assisted by about 112 under workmen; and there are 40 shops where the barrels and locks are mounted on stocks. In all these departments great credit is due to the manufacturers, for the work they turn out is surprisingly good.

This autumn the Sultan sent to Tetuan two patterns of percussion cap-lock muskets, such as were of late years used in the English and French armies, with orders that ten of each kind should be manufactured for His Majesty as a trial. The order was executed with such intelligence that the Sultan has now directed that no more guns on the old Moorish pattern be furnished him from Tetuan, and he has commissioned the manufacturers to supply the whole of his regular troops with the new musket. Having personally examined the Moorish muskets by the side of their European pattern, I have no hesitation in stating that the former surpassed both in strength and finish the originals. The barrels are all subjected to a very powerful proof, and each arm is turned out complete at a cost of 24s. The original Moorish guns are also manufactured with extreme care, and the costly ones are damaskeened and otherwise decorated with real artistic taste.

Besides the gunsmiths' shops there are 36 forges, where the blacksmith's work, for the requirements of Tetuan and for the interior of Northern Morocco, is carried on.

The following is a list of the number of hand-loom employed in Tetuan in the manufacture of the several kinds of textile fabrics.

	Looms.
Coarse Woollen Cloth, used as outer clothing by the Natives ..	225
Fine White Woollen Cloth and Haicks	145
Blankets	34
Cotton Cloth and Napkins	32
Linen Cloth and Napkins	30
Woollen Sashes	34
Silk and Gold Tissues	10
Silk Head Dresses	9
Rush Mats (very pretty)	45
Total	564

Three tan yards, with 103 master tanners, partially supply the shoe trade of the place with both sole leather and red and yellow morocco skins.

The shoemakers' shops number 140, and have always an excess of work, as the demand for Moorish shippers for the Egyptian market is constantly increasing.

The potteries of Tetuan are also of considerable importance in Morocco, and I have been informed by competent authorities, that the clay found here is much superior to any used in the English potteries. The geometrical-shaped and many-coloured tiles which are so conspicuous an ornamentation of the Alhambra at Granada are still manufactured here, and add much to the beauty of the houses of the Moorish grandees. Perhaps the introduction of the following anecdote in this Report will be pardoned as proving the direct Granadian origin of the Tetuan potters.

A Tetuan Moorish gentleman visited some years ago Malaga, and was surprised to find in its neighbourhood potters turning out utensils in the same manner and shapes as those in his native town. He had the curiosity to ask one of the Spanish potters his name, and was greatly astonished to hear him pronounce the Moorish surname of one of the principal master potters of Tetuan.

Besides the foregoing trades and manufactures, there are several other minor branches of industry in which Tetuan competes to advantage with other towns of Morocco. For instance, in gold embroidery on leather and velvet, arabesque paintings for the ornamentation of houses and furniture, sievemaking, dyeing, brass-founding, &c.

The water supply of this district being exceedingly abundant and

existing at levels which permit the irrigation of most of the lowlands, its agricultural productions are generally of superior quality, but unfortunately the hilly and rocky nature of the country admits of but a small proportion of its surface being cultivated. Hence, however abundant a harvest may be, it is never sufficient for the yearly consumption of the Bashalic, and wheat and barley have to be imported from other parts of Morocco. Another reason for the scarcity of cereals is that considerable stretches in the plains are devoted to orchards and groves of fruit and orange trees.

Cotton, during the war in the United States, was sown, to some extent, in the neighbourhood of Tetuan, and the returns obtained were very encouraging; but owing to an impression having arisen that the local Government was opposed to the production of the staple, its cultivation has been almost, if not entirely, abandoned.

The forests in the adjacent mountains are extremely rich in timber—the cork tree, the oak, the ash, the *laris*, and other species of firs growing to great perfection. From the last species great quantities of tar or pitch can be procured, and of a quality that is used by the mountaineers instead of oil for lighting. A Spanish merchant has been collecting here for several years the outer and inner cork barks, as they equal, if not surpass, those of Spain, but the Sultan has not yet removed the prohibition on their exportation imposed after the Spanish war.

Up to the present summer Tetuan used to produce a good deal of silk, but this spring the disease which has made such ravages amongst the silkworms in Europe, showed itself here, and the crop was almost an entire failure. I fear the Moors are not sufficiently enterprising to procure silkworm eggs from countries as yet free from the disease.

In the district of the Chamas, in the vicinity of Sheshowan, is produced all the oil consumed in Tangier and Tetuan, as well as large quantities of raisins.

The mountains of the Bashalic are reported to be extremely rich in minerals, especially those on the northern side, from whence samples of coal, iron, lead, antimony, and copper have been brought. At two miles from Port Martine, on the slopes of some hills, are the remains of a copper mine, which was worked for a short time by a French engineer employed by an Algerine. As the mine did not at once return the outlay, the Algerine abandoned it, although I have been assured by an eminent geologist, with whom I visited the locality, that the veins of copper are sufficiently rich to warrant their being worked. The ore curiously exists in sandstone. At about twenty miles from Martine, in a southerly direction, is another copper mine, said to be much richer than the foregoing one, and conveniently situated within a quarter of a mile of the sea and a small bay.

It has lately been reported to me that petroleum springs have been discovered near here, but, as yet, I have been unable to verify the fact, as the Moors are most fearful of affording information, for they consider if the wealth of their country was revealed, the cupidity of their neighbours would be drawn upon it.

The commerce of Tetuan is principally carried on with Gibraltar, Oran, Ceuta, and the Reef. The native Jews are the most numerous and enterprising traders, for the Tetuan Moors are generally rich merchants who trade in other parts of Morocco and with Europe, and merely look upon Tetuan as their home where they take their relaxation.

The chief articles imported from Great Britain are cotton manufactures, cloth, hardware, crockery, colonials, dyes, saltpetre, and iron. France and Spain share but little in the imports.

The exports consist of beans, canary-seed, linseed, Indian corn, oranges, pears and other fruit, slippers, sashes, native cloth, wax, hides, fowls,

eggs, &c. Gibraltar receives the most important of these exports, Spain and Oran taking small portions of the fruit and provisions.

The Konia, or Reefian, galleys bring wheat, barley, hides, timber, wax, honey, and dried fruit, and in exchange carry back British manufactures, guns, saltpetre, sulphur, &c. The timber from Reef is of a very superior quality, being principally African fir, very strongly impregnated with resinous matter, which makes it extremely durable. As there are no proper appliances in the Reef for cutting the timber into planks, a great waste of wood occurs, but one plank being obtained from each tree. No European has ever been able to enter the Reef willingly; formerly when piracy was practised by the Reefians a few mariners were held in captivity, but none of them appear to have been able to give information regarding a country so evidently fertile, interesting, and rich.

The following Table shows the coinage and the rates at which it is current in the Bashalic.

Coins.	Moorish Currency.			Sterling.		
	Ounce.	Mooz.	Fils.	£	s.	d.
Moorish Gold Boontkee ..	66	..	..	0	8	0
Silver Derham Ashrowee. ..	2	2	..	0	0	3 $\frac{1}{2}$
" Sebowee ..	1	3	..	0	0	2 $\frac{1}{2}$
Copper double Fils ..	..	..	2	0	0	0 $\frac{1}{2}$
" single Fils ..	..	..	1	0	0	0 $\frac{1}{4}$
English Sovereign ..	160	..	..	1	0	0
" Shilling.. ..	8	..	..	0	1	0
French Napoleon. ..	132	..	..	0	16	0
" Five Franc Piece. ..	33	..	..	0	4	0
Spanish Five Dollar Piece ..	175	..	..	1	1	2 $\frac{1}{2}$
" Dollar ..	35	..	..	0	4	2 $\frac{1}{2}$
" Piesetta.. ..	8	3	..	0	1	0 $\frac{3}{4}$
" Real Vellon ..	1	3	..	0	0	2 $\frac{1}{2}$

As the single fils, since 1860, has passed current in Spain as half a quart, equal to one-eighth of a penny, its intrinsic value being but one-eighteenth of a penny; Spaniards collected great quantities of the fillos for conveyance to Spain. I believe, of late, the Moorish and Spanish Government have come to an arrangement prohibiting the exportation and introduction of the Moorish copper coinage, so that somewhat of a check may take place in this anomalous banking operation.

The accompanying returns of the trade at this port during the expiring year show a very considerable falling off in almost every branch of commerce as compared with the previous year. The extraordinary inclemency of the early part of last winter, the long and strict quarantines imposed on account of the presence of cholera in the neighbouring countries, and the facility of introducing manufactures into the Reef through the Spanish possession of Melilla are patent and sufficient causes for the deficit. The last reason has especially affected the welfare of Tetuan; the Reefians had hitherto been the principal customers of its import traders. For a short time it had been hoped that the introduction of merchandise through Melilla would be prohibited, but it now appears that the only remedy thought practicable to stop the evasion of the Sultan's import duties, is the establishment of a custom house at the military lines of the Spanish fortress. The effect of such a step on the commerce of Tetuan will become evident the moment it is taken.

A successful competition might, however, still be carried on against Melilla by merchants of greater means than the native traders. At

present these latter purchase all their merchandise in Gibraltar, at long credits and consequently at heavy prices. The merchants of Gibraltar have, of course, to charge for all expenses of landing, portorage, storage, &c., at their port; the traders repeat these charges when embarking goods for Morocco. The freight to Martine, the carriage by pack animals to Tetuan, and when sold again to Reefians, the return to Martine and the freight to the Reef greatly augment the expenses. A merchant with capital, shipping a sufficient amount of merchandise in England on board one of the numerous steamers bound up the Mediterranean, could easily arrange to have his goods conveyed direct to Martine, especially if the suggested improvements of the port were carried out. The Sultan would no doubt allow the merchandise to pay the custom dues without its being carried up to Tetuan, and the merchants could then offer the Reefians manufactures and European commodities at Martine on more moderate terms than at Melilla. As long as merchants of capital prefer making Gibraltar the principal depôt for their merchandise, so long will the small native traders offer their commodities to the inhabitants of these districts at prices which cramp and impede the consumption of British manufactures and foreign goods.

Tetuan, December 31, 1865.

NORWAY.

CHRISTIANIA.

A Brief Account, by Mr. Consul-General Crowe, of the Shark Fishery as at present carried on by the Norwegian Fishermen along the Coast, the deep Fiords intersecting nearly the whole range from the Naze to the North Cape, and particularly the Fishery carried on on the Banks which line, and run parallel along, the whole of the West Coast.

THERE are four species of the shark tribe which inhabit the northern latitudes, viz., the *Scymnus borealis*, or *Squalus glacialis*, *Selache maxima*, *Squalus acanthias*, and *Squalus spinax niger*.

The *Scymnus borealis* frequents in numbers the banks which are traced in a line nearly along the whole of the western coast, at distances varying from 50 to 100 miles from the main; in greater abundance, however, on that portion which line the coast of Nordland and Finmark, as far as the North Cape, and between the latter and Cherry or Bear Island. They are to be met with, however, all over the North Sea and Arctic Ocean, as well as in most of the large fiords on the west coast, at depths varying from 100 to 200 fathoms.

This fishery, which affords such lucrative employment to the inhabitants of the northern districts, has not attracted the attention in the southern part of the country which it deserves, not from the scarcity of fish, but the deficiency of appliances and absence of that experience which is considered necessary to success. A prevailing opinion, however, exists that, if properly prosecuted, it would become equally as lucrative in the south as it has proved to be in the north.

Formerly, it was exclusively confined to the immediate vicinity of the coast, but of late has been more specially and lucratively prosecuted on the banks, commencing in about latitude 68° to the North Cape, and between that and Cherry Island.

The banks are not quite continuous, as occasional breaks or deeps are met with, as well here as further south. These are supposed to be valleys or rifts, like the fissures on the mainland, which now form the deep fiords, and that the banks are simply continuations of the mountain ridges or spurs of the same.

The vessels employed on this fishery generally range from 25 to 35 tons, manned with a crew of six men.

They lie at anchor on the banks, with 150 to 200 fathoms water, by a grappling weighing about 2 cwt., with a warp about 300 fathoms in length, and from 4 to 5 inches in circumference.

On the approach of bad weather this warp or line is run up by means of a double purchase, and the vessel put under easy canvas.

It is but seldom they are compelled to seek harbour from stress of weather during the fishing season.

The warps are occasionally broken, but this is attributed more to the unevenness of the ground than to inclemency of the weather.

A box perforated with holes, or a canvas bag containing the residuum or refuse blubber, after the oil has been extracted by boiling, is attached to the line not far from the bottom, near the grappling; globules of oil are found to ooze out, or to percolate through the holes or bag, and to float away in a continuous stream, serving as a decoy, in a similar manner as the cod-roes are applied in France, where they are thrown into the sea as ground-bait to attract the sardines.

Led by this stream the sharks are guided to the main bait, which is

attached to a thin iron chain, of from one to two fathoms in length. This is fastened to a line of about the thickness of the stem of a common tobacco-pipe.

At the end of the chain the hook is fastened, which is usually of the size of a salmon-gaff, and is baited with some kind of fish, or, what is preferable, about a pound of seal-blubber.

The seals from which this blubber is taken are generally caught at Spitzbergen, and there salted fresh. No kind of bait appears so efficacious or so attractive as this, and it throws off readily its fatty particles, which, being carried to a considerable distance, form a trail to the bait, which the fish greedily take if of blubber, but has been observed not so readily if the blubber is at all rancid.

Five barrels of blubber is considered necessary for the season, and appears to be the average quantity used by each vessel.

On hooking the shark, he is hauled to the surface of the water by the aid of a single purchase. Each vessel is furnished with four of these, two on each side. The line, being small, is only calculated to bring the fish to the level of the water; his nose is then hauled a little above the surface, a smart blow is immediately struck, by which he becomes stunned. A large hook at the end of a pole, attached to a strong tackle, is then driven into the fish, and by this means he is hoisted on deck. The belly is cut open and liver taken out; a hole is then made in the stomach for the purpose of inflating it with wind, which done, the hole is again tied up, the fish got into the water and permitted to float away.

The stomach, being inflated, prevents the fish sinking, and soon drifts out of sight. By being kept afloat, the fishermen imagine that the carcass cannot injure the fishing grounds.

The length of the fish vary from 10 to 18 feet. The value depends upon the size, quantity, and quality of the liver, which yield from one-half to two barrels, or from 15 to 60 gallons of fine oil each.

This shark is also caught nearer the coast, as far as the Waranger fiord. It does not, however, commence until the sey fishery (the *Gadus Carbonarus*) is finished, which is generally about the end of September. It is then continued through the winter, until the end of February, with deep-sea lines, in so-called "fembörings" (five-oared open boats), manned by five men. These boats usually lie at anchor by a strand-rope made out of spun hemp. At the end of this a chain ten fathoms in length is attached, proportioned to the size of the rope, which connects it with the grappling.

This chain is, at the same time, secured to one of the claws by a smaller but strong piece of rope, which is fastened to the shank of the grappling as well, so that, in case of need, it can be weighed by the claw.

The lines used for this fishery are what are called Hambro' lines, of such a thickness that fifty fathoms weigh rather better than four pounds.

The hooks are mostly home-made, of hardened steel, ten inches in length, with a curve of four inches in diameter.

The bait preferred is either porpoise or seal-blubber. The hook is attached to a chain of about one fathom, and the line with which this is connected, is served with sailcloth and twice with twine, to the extent of three fathoms, as a preservation against the line being cut after the fish has been hooked, as it sometimes happens.

Here, likewise, a box with holes or bag is sunk, as on the bank-fishery, containing blubber, for the purpose of forming a trail. This is suspended about ten fathoms above the bait.

The line is retained on the finger, and, as soon as the man feels that the bait has been touched, he gives a sharp jerk in order to fix the hook more firmly in the jaws of the fish. Some skill and experience is required

to effect this at the proper moment, as the fish no sooner finds himself caught than he spins round the line, and it is on these occasions that the line is liable to be severed by the sharp edges of the skin. The greatest celerity, at the same time, is requisite in hauling the fish to the surface, in order to check this rotatory movement.

When the fish has been brought to the surface and alongside the boat, he is despatched by a sharp blow on the nose from a club, which must always be at hand ready for the occasion.

The belly is then cut open, the liver extracted, which done, a hole is made in the stomach, as described above, and the carcase allowed to float away, or, if near the land, is towed to the shore.

It happens not unfrequently on these occasions that several sharks come to the surface of the water in the wake of the one hooked, and swim round the boat, and are caught by means of a swivel hook fixed to a long gaff which each boat is furnished with. They are then secured by a hook and strong line to the stern of the boat until they can be hauled alongside.

The result of a fishery carried on in open boats depends greatly on the wind and weather. When a boat's crew obtain from two to four barrels of liver, they are satisfied. Under favourable circumstances, however, they obtain from seven to eight; and if, during the course of the winter they can get from forty to fifty barrels, the catch is esteemed a good one.

Besides the liver, when the fish can be towed to the shore, the flesh is converted into food for the cattle, when a scarcity of dried fish-heads, which are prepared for that purpose, arises.

It is occasionally used also as human food, but then as "rakling," which is prepared by being cut up into long strips and wind-dried in the open air, or buried in the ground until partially decomposed, when it is taken up and prepared in a peculiar manner, so as to become edible and fit for human food. It requires, however, an Arctic stomach to digest it.

The *Selache maxima*, another of the shark genus, of the largest size, as well as the largest of sea-fish, is found all along the coast from Ryvarden, latitude 59° 31' 35", up to Finmarken; but in some localities it has become more rare than in others.

This important and remunerative fishery was, a century ago, totally unknown. We first hear of its being carried on in the north of Norway, in the district of Namdal, round Hitteröen, and as far south as Nordmör, about the year 1760.

In the southern parts of the country it was at the same time pursued with great avidity and perseverance, and with such success as for a series of consecutive years to form the staple and chief support of the inhabitants of the districts in which it was carried on. Of late years, however, this shark has either been driven away from his then favourite haunts in the south, or their numbers have so far decreased as to diminish the importance it had for years maintained.

The increased herring fishery which immediately followed fully compensated the decline.

This shark differs from his fellows of the same genus, not being, as others of the tribe, a voracious fish; consequently, is neither to be enticed nor caught by the same kind of bait or mode of fishing as pursued with the *Scymnus borealis*, but rather that followed with the whale.

About the last of the dog days, when the water and weather is at its highest temperature, this shark makes his appearance on the coast, when the fishery immediately commences.

Large open boats are generally employed, from 37 to 42 feet in length, each boat being manned by four men, and furnished with harpoons similar to those used in harpooning the sturgeon.

The harpoon is attached to a line proportioned to the depth of water on the ground selected, which usually is from 300 to 400 fathoms. This rope lies coiled up in the bow of the boat.

Thus equipped, the fishermen, selecting a light breeze and warm weather, cruise about under a triangular sail, near the mouth of the fiords the fish are in the habit of seeking. They are generally found lying perfectly still near the surface, apparently basking in the sun, and slowly to follow in the wake of the boat as soon as discovered, the large fin on the back standing prominently above the surface of the water, indicating his presence and movements.

The fishermen imagine, from his following the boat, that he is decoyed to the surface by the small triangular sail, which he mistakes for the fin of another fish. Certain it is that, whatever the temptation may be, the fish follows closely the boat, without being disturbed for a considerable time, although sometimes carrying a stiff breeze.

When the fish approaches close enough, the harpooner, watching his opportunity, urges his harpoon as deep into the body of the fish as he is able. Then arrives the perilous moment, as the fish no sooner feels the weapon than he dives with great celerity.

Everything must be clear to allow the line to run out freely; and it does so with such rapidity as to require one of the men to be incessantly pouring water on the swivel over which the line traverses, to prevent its igniting. Should the line unfortunately catch in any projecting piece of wood, or meet with any impediment, the boat is inevitably capsized. Or, should either of the men, through carelessness or accident, be caught by the line round the leg or arm, which has occasionally happened, he gets hauled down by the fish. Another man, therefore, always stands ready with an axe to cut the line; but when such an accident does occur, generally both man and fish are lost.

When the fish has reached the bottom, he proceeds along it, continuing to drag the boat with him, until his strength becomes exhausted.

A lean fish holds out longer than a fat one, and will sometimes continue dragging the boat for four-and-twenty hours; while a fat one generally gets tired out in three or four hours.

When thoroughly exhausted, the fish is hauled up to the surface alongside the boat, and, with a long sharp knife, the fin is instantly cut off to prevent his striking, as a blow would readily smash the boat. He is then speared until quite dead.

Before commencing to extract the liver, the fish is fastened by sundry ropes to the mast and turned, when one of the men, provided with a long knife for the purpose, opens the fore part of the belly, which enables him to take out a large piece of the liver. He then insinuates his arm in, and separates all the fibres and integuments, so as effectually to release the liver, which operation requires to be carefully performed. When completed, the stomach is ripped up from end to end. The liver then floats out, the belly fills with water, when the fish is cast adrift and immediately sinks. The liver is then taken into the boat, and the fishery is concluded.

The size and fatness of the fish vary considerably. The prevailing size varies from 30 to 35 feet. They have been caught as long as 40 feet, but this is now a rarity. Young fish are never met with; they doubtless keep in deep water until of mature growth. The size of the liver depends greatly on the condition of the fish. They usually render from five to seven barrels liver,—occasionally as much as from ten to sixteen. Instances even have been known when as much as twenty-four barrels have been obtained from a single fish; but this is of very rare occurrence.

When the liver is rich, six barrels will produce five barrels of oil of 30 gallons each to the barrel. No other part of the fish is utilised.

Of the remaining species of the shark tribe, there are only two besides the foregoing which are of any importance on this coast.

The one is the *Squalus acanthias*, which, in former times, was in great abundance along the whole coast from Gothenburg, and afforded lucrative employment to the fishermen along the coast.

At present it is carried on during the whole of the summer from the Naze to the North Cape, in the fiords, as well as along the coast.

The *Squalus acanthias* is a ravenous fish, and is caught in various ways.

About midsummer he is observed to swim near the surface, and can then be taken in nets as well as with lines, precaution being taken to protect the line by proper serving for a short distance beyond the hook, to prevent its being bitten off.

This fish is eaten sometimes fresh, but must be skinned before being cooked. It is, however, mostly smoked, and in this way it is considered rather a delicacy. It is also dried as split stockfish for consumption in the country, as well as for export to Sweden, where it is greatly appreciated.

The yolk of the egg, which is about the size of a pigeon's egg, is used by the inhabitants as a substitute for other eggs in their domestic economy, The skin is employed by joiners and turners for polishing purposes.

The liver is exceedingly rich and makes a very fine oil.

The other species is called the kulp (*Squalus spinax niger*), and is the smallest of the shark tribe.

It is met with in all the deep fiords along the coast, where it commits great mischief by nibbling off the baits from the deep-sea lines which are set out for the ling and the torsk (*Brosmus vulgaris*).

Lines with single hooks are never laid out to catch this fish; but at the end of the summer and autumn—and, in some fiords, all the year round,—instead of a single hook, they employ ten to twelve, placed one above the other, which they bait with half-decayed or tainted fish. The depth of water selected is from 60 to 100 fathoms.

As the "kulp" is a sluggish fish, bites lightly, and being small, some experience is required to know when he bites and is secured on the hook, especially if there is any wind. The line, however, is not drawn up each time a bite is felt, as there are many hooks; a simple tug is given at every supposed bite. The fish, being once hooked, generally remains quiet, as you usually find eight or ten fish caught when the line is drawn up.

As this fish comes in shoals and takes the bait freely, an experienced skilful fisherman will occasionally, during a single night, obtain a rich booty. The kulp will not bite during the day. It is not eaten, but sought after exclusively for the liver, which is unusually rich, and yields a very superior kind of oil.

The *Scymnus borealis* is called, in Norwegian, "haakierring;" the *Selache maxima*, "brygde;" the *Squalus acanthias*, "pighaien;" and the *Squalus spinax niger*, "kulp" or "haatorsk."

Christiania, March 27, 1866.

P R U S S I A.

STETTIN.

Report by Mr. Consul Blackwell on the Trade of Stettin for the Year 1865.

MY Report for 1864 showed how severely the trade of Stettin had suffered from the Danish blockade, the decrease in the tonnage of shipping, as well as in the quantity and value of imports and exports having been, in general, upwards of 50 per cent. Owing to this circumstance, 1864 must be regarded, for the trade of Stettin, as an exceptional or abnormal year, that admits of no comparison with any other. In the following Tables the shipping, imports, and exports, &c., are therefore given for 1863, 1864, and 1865, in order that 1865 may be compared with 1863, and conclusions drawn accordingly.

I.—SHIPPING AND NAVIGATION.

NUMBER, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde from 1857 to 1865 inclusive.

Description of Vessels.	Average of 7 Years, 1857-1863 inclusive.			1863.			1864.			1865.		
	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.
Stettin—												
Steamers ..	122	46,021	2,212	143	63,185	2,721	80	34,411	1,444	129	61,702	2,349
Sailing Vessels ..	279	31,933	1,525	284	30,138	1,400	192	20,367	938	250	27,787	1,253
Total ..	401	77,954	3,737	427	93,323	4,121	272	54,778	2,382	379	89,489	3,602
Swinemünde—												
Steamers ..	1	422	19	..	..	..	2	846	40	1	268	15
Sailing Vessels ..	128	29,162	975	128	29,862	959	106	24,555	800	209	49,626	1,587
Total ..	129	29,584	994	128	29,862	959	108	25,401	840	210	49,894	1,602
Grand Total	530	107,538	4,731	555	123,185	5,080	380	80,179	3,222	589	139,383	5,204

Left Stettin in Ballast—
 7 Year's Average 1857-1863.. or 19·31 per Cent. of the total Tonnage entered.
 1863.. 74 .. 15,058 16·39
 1864.. 50 .. 15,296 " " " "
 1865.. 24 .. 8,952 16·34
 1865.. 71 .. 20,386 22·78
 All the British Vessels that arrived at Swinemünde left that Port in Ballast.

NUMBER and Tonnage, in Prussian Lasts, of all Sea-going Vessels, except Mail Steamers and Coasting Craft, Entered at Swinemünde from 1857 to 1865 inclusive.

Nationality of Vessels.	Average of 7 Years, 1857-1863 inclusive.		1863.		1864.		1865.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
Prussian	1,188	130,903	1,502	148,605	696	68,786	1,082	124,683
British.. ..	528	73,286	552	81,784	374	49,382	586	85,872
German States ..	169	16,239	183	17,468	158	10,136	297	22,512
Dutch	104	9,120	126	11,060	89	8,551	116	11,929
Swedish and Norwegian ..	158	8,699	210	10,341	215	9,056	250	9,026
Danish.. ..	209	8,372	257	9,313	48	1,241	143	4,276
Russian.. ..	18	1,779	17	1,481	12	1,006	13	1,209
Other Nations ..	19	1,759	20	1,567	28	2,225	22	1,878
Total	2,393	250,157	2,867	281,619	1,620	150,383	2,509	261,385
Of the Vessels Entered at Swinemünde, there arrived at Stettin—								
	1,973	185,481	2,342	211,274	1,259	109,164	2,078	182,543

NUMBER and Tonnage, in Prussian Lasts, of Vessels of all descriptions, except River and Littoral Passenger Steamers, Entered and Cleared at Stettin from 1857 to 1865 inclusive.

Years.	ENTERED.									
	Sea-going Vessels.				Coasting Vessels.		River Craft.		Total.	
	Merchant Vessels.		Mail Steamers.		Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.						
Average of 7 Years, 1857-1863 ..	1,973	181,853	94	24,500	2,751	36,143	7,946	218,319	12,764	460,815
" " 1863 ..	2,342	211,274	39	3,532	2,773	43,672	7,543	208,846	12,697	467,324
" " 1864 ..	1,259	109,164	..	..	2,091	31,412	6,167	175,099	9,517	315,675
" " 1865 ..	2,078	182,543	..	..	1,990	32,278	6,911	209,111	10,979	423,932
CLEARED.										
Average of 7 Years, 1857-1863 ..	1,977	182,834	95	24,629	2,752	36,135	8,004	218,650	12,828	462,248
" " 1863 ..	2,289	206,527	39	3,532	2,786	43,643	7,609	210,044	12,723	463,746
" " 1864 ..	1,310	114,408	..	..	2,093	31,607	6,137	174,109	9,540	320,124
" " 1865 ..	2,057	178,751	..	..	1,998	32,263	6,883	207,813	10,938	418,827

The number of vessels built in 1865 at Stettin and other Pomeranian ports was as follows :—

	At Stettin.	At other Pomeranian Ports.	Total.
Steamers—			
Sea-going	2	..	2
River	2	1	3
Sailing Vessels—			
Sea-going	5	40	45
Coasting, under 40 Lasts .	..	11	11
Total	9	52	61

The following Table, compiled from the Annual List of the Prussian Mercantile Marine, published by the appraisers of the Stettin Marine Insurance Companies, shows an increase on the total tonnage of Prussian vessels of 6,741 lasts, or $3\frac{3}{8}$ per cent.

II.—TRADE AND COMMERCE.

Imports.

Goods rated by Weight in Centials.

Articles.	1865.			Total 1863.	Total 1864.	
	From Great Britain.	From other Countries.	Total.			
Coals	2,513,893	23,705	2,537,598	3,207,966	1,373,818	
Iron, pig and old ..	866,855	8,583	875,438	808,173	401,522	
„ bar and wrought ..	16,611	29,222	45,933	123,624	38,028	
Coarse Iron Wares ..	134,242	1,372	135,614	86,186	39,301	
Copper, Tin, and other Metals .. .}	13,432	18,428	31,860	59,778	30,876	
Soda, Potash	144,661	75,521	220,182	128,676	120,714	
Cement	27,760	..	27,760	49,387	13,417	
Tar, Pitch, Asphalt ..	25,097	16,749	41,846	67,899	25,930	
Gums, Rosins. . .	2,403	28,135	30,538	39,652	6,833	
Dyewoods and Stuffs..	24,872	66,543	91,420	71,709	3,974	
Seeds	9,506	333,585	343,091	102,647	85,012	
Oils	160,013	187,519	347,532	212,899	138,803	
Rice	69,871	57,722	127,593	85,575	73,336	
Coffee	72,887	100,139	173,026	163,624	93,516	
Tea	491	27	518	2,444	2,291	
Spices	13,860	3,322	17,182	18,292	10,324	
Sugar, Molasses ..	4,812	14,813	19,625	43,783	11,545	
Fruit	580	33,900	34,480	29,730	9,291	
Flax, Hemp	2,633	35,963	38,596	56,349	37,440	
Cotton.. ..	39,403	11	39,414	94,465	7,626	
Yarns	43,882	854	44,736	39,714	29,600	
Hair, Hides, Peltry ..	328	14,966	15,294	15,204	6,970	
Tallow, Train Oil, Grease	3,233	80,090	83,323	180,108	117,711	
Manufactures	14,406	794	15,200	30,007	5,063	
Divers	352,250	312,995	565,245	512,363	241,033	
Total {	Centials ..	4,457,981	1,445,063	5,903,044	6,229,254	2,900,616
	Tons ..	219,377	31,111	250,488	306,541	143,739

LIQUIDS, rated in Centials, reduced to Imperial Gallons.

Articles.	1865.				Total 1863.	Total 1864.
	From Great Britain.	From France.	From other Countries.	Total.		
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Wine	3,555	581,412	51,648	636,615	571,381	288,372
Vinegar	..	1,539	114	1,653	2,308	617
Spirits	23,350	15,880	105,110	144,340	112,330	96,371
Beer	35,064	..	16	35,080	32,104	19,736
Total	61,969	598,831	156,888	817,688	718,123	405,096

Goods variously rated.

Articles.	1865.				Total 1863.	Total 1864.
	From Great Britain.	From Norway.	From other Countries.	Total.		
Herrings . barrels	118,945	110,130	3,179	232,254	213,623	179,181
Corn .. quarters	..	..	1,923	1,923	2,407	1,705
Oak Blocks .. pieces	..	..	..	..	425	..
Millstones . number	87	..	70	157	128	76
Bricks .. . "	1,153,730	..	..	1,153,730	1,398,600	560,070
Live Stock .. head	107	..	22	129	220	23

Exports.

Goods rated by Weight in Centials.

Articles.	1865.			Total 1863.	Total 1864.
	To Great Britain.	To other Countries.	Total.		
Zinc	117,558	35,572	153,130	448,299	27,688
Cement . . .	..	44,988	44,988	21,340	12,069
Seeds { Divers . .	1,932	14,092	16,024	23,287	6,384
{ Oleaginous ..	3,229	14,663	17,892	170,831	239,959
Oils { Rape .. .	11,918	126	12,044	27,868	36,881
{ Divers . .	1,649	1,601	3,250	6,331	2,206
Flour	58,600	180,941	239,541	185,752	145,504
Sugar, Molasses ..	7,575	29,157	36,732	31,697	51,756
Coarse Ironwares ..	948	49,821	50,769	67,267	44,050
Manufactures .. .	259	10,474	10,733	40,644	33,903
Divers	60,743	220,529	281,272	173,022	76,553
Total { Centials ..	264,411	601,964	866,375	1,196,338	676,953
	Tons ..	13,012	29,622	58,872	33,313

LIQUIDS, rated in Centials, reduced to Imperial Gallons.

Articles.	1865.			Total 1863.	Total 1864.
	To Great Britain.	To other Countries.	Total.		
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Spirits .. .	238,909	415,822	654,731	1,876,094	795,622
Liqueurs .. .	..	..	..	4,090	1,020
Wine	306	19,431	19,737	39,267	9,441
Vinegar . . .	1,102	1,320	2,422	8,018	522
Beer	..	..	..	504	6,512
Mineral Water. ..	..	20,250	20,250	19,865	5,025
Total . . .	240,317	456,823	697,140	1,947,838	818,142

GRAIN, &c., rated by Wispel, reduced to Imperial Quarters.

Articles.	1865.			Total 1863.	Total 1864.
	To Great Britain.	To other Countries.	Total.		
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat.. ..	231,885	17,650	249,535	353,330	233,957
Rye	14,070	56,904	70,974	138,379	80,160
Barley	144,235	22,811	167,046	199,273	98,554
Oats	8,709	..	8,709	25,147	5,330
Total Corn	398,889	97,365	496,264	716,129	418,001
Buckwheat	..	1,097	1,097	..	..
Vetches	1,973	100	2,073	1,492	177
Peas, Beans	17,250	5,311	22,561	43,607	31,490
Potatoes	..	17,246	17,246	33,202	9,176
Total	418,122	121,119	539,241	794,430	458,844

TIMBER rated numerically by Piece.

Articles.	1865.			Total 1863.	Total 1864.
	To Great Britain.	To other Countries.	Total.		
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Timber { Fir	131,387	73,283	204,670	157,428	157,199
{ Oak	53,862	25,923	79,775	97,132	59,732
Masts	14	115	129	104	177
Sleepers	800	..	800	2,909	10,148
Boards, Planks.	28,200	266,460	294,660	322,763	187,437
Laths	..	3,420	3,420	360	20
Staves	159,660	86,700	246,360	220,080	431,880
Headings	..	..	..	28,980	4,440
Spokes	..	30,900	30,900	8,460	30,900
Trenels	16,980	4,020	21,000	107,160	48,540
Total	390,893	490,821	881,714	945,371	930,473

Goods variously rated.

Articles.					1865.	1863.	1864.
Herrings	..	..	..	barrels	6,285	2,444	3,113
Lath Wood	..	..	..	cubic fathoms	251	151	279
Millstones	..	..	..	number	76	55	50
Bricks	..	..	..	..	108,700	1,900	1,260

ESTIMATED Value, in dollars, Prussian currency, of Imports and Export^s
in 1863, 1864, and 1865.

					1863.	1864.	1865.
Exports—							
Goods rated by Weight (including liquids) ..					16,558,831	7,051,183	9,323,746
Corn, &c.. ..					7,972,932	4,138,636	4,834,179
Timber					1,922,948	1,860,249	2,365,189
Total					26,454,711	13,050,068	16,523,114
Imports					47,022,887	22,658,738	47,131,917
Total					73,477,598	35,708,806	63,655,031

SUMMARY Statement of Imports and Exports in 1863 and 1865.

						1863.	1865.
Imports—							
Goods rated by Weight	..	..	..	..	tons	306,541	250,488
Liquids	..	..	..	..	gallons	718,123	817,688
Herrings	..	..	..	..	barrels	213,623	232,254
Exports—							
Goods rated by Weight	..	..	..	..	tons	58,872	42,634
Liquids	..	..	..	..	gallons	1,947,838	697,140
Corn, &c.	..	..	..	..	quarters	794,430	539,241
Timber.	..	..	..	..	pieces	945,376	881,714

Value, in pounds sterling, at the average rate of exchange for the respective years, viz., in 1863, 6 dollars 22 $\frac{3}{4}$ silbergroschen, and in 1865, 6 dollars 24 $\frac{3}{4}$ silbergroschen=1*l*.

					1863.	1865.
Imports	..	..	..	..	6,962,915	6,905,776
Exports	..	..	..	..	3,917,282	2,420,969
Total	..	..	..	..	10,880,197	9,326,745

It will be seen by the preceding Tables that the imports in 1865 were much the same as in 1863, but that the exports, when compared with that year, show a decrease, in value, of 9,931,597 dollars, or 37 $\frac{1}{2}$ per cent.

The decrease, in quantity, is precisely on the four principal articles of exportation, viz., on corn of 30 $\frac{3}{4}$, spirits 65, rape oil 56 $\frac{3}{4}$, and zinc 65 $\frac{3}{4}$ per cent.

The trade in corn and spirits is naturally subject to great fluctuations. Corn is chiefly exported to England, and spirits (distilled from potatoes) to France and Italy, and the demand for both articles was, in 1865, unusually limited.

The decrease in rape oil, as well as in oleaginous seeds, chiefly rape, was owing to the almost total failure of the rape crops, not only in Pomerania and the adjacent provinces, but throughout the Prussian dominions; the average of all the provinces being about two-fifths of a normal crop.

Until 1864 Stettin was the chief port for the shipment of Silesian zinc. From 1858 to 1863 inclusive, the average annual exportation amounted to 331,840 centals, but in 1864, during the Danish blockade, zinc was necessarily forwarded to Hamburgh for shipment; and, although the cost of conveyance from Silesia must be somewhat higher to Hamburgh than to Stettin, the freight from Hamburgh to British ports is probably more than proportionably lower. The Stettin forwarding agents, therefore, fear that one of the untoward consequences resulting from the blockade will be that the supply of Silesian zinc for the English market will henceforward be by way of Hamburgh; and a diminution of 65 $\frac{3}{4}$ per cent. on the quantity exported from Stettin during the year after the blockade, shows that their fears are not without foundation.

Trade of Swinemünde.—Swinemünde has no export trade, and the imports are chiefly coal from England.

					Imports.		
					1863.	1864.	1865.
From Great Britain—							
Coals ..	..	..	..	tons	104,913	33,506	168,420
Iron ..	..	..	..	..	2	200	3,435
Anchors ..	..	..	..	..	..	..	32
Divers ..	..	..	..	..	10	4	5
Wine ..	..	..	..	gallons	360	135	324
Spirits ..	..	..	..	..	100	..	260
Ale ..	..	..	..	..	136	..	104
Herrings ..	..	..	..	barrels	..	..	133
Oak Blocks ..	..	..	..	pieces	327	..	..
Fire Bricks ..	..	..	..	number	..	..	2,600
From other Countries—							
Divers ..	..	..	..	tons	10	70	86
Wine ..	..	..	..	gallons	..	63	1,512
Herrings ..	..	..	..	barrels	..	..	376

Freights in 1865.—Freights from Stettin to ports on the east coast of Great Britain (Hull, Leith, &c.)

		s.	d.	s.	d.
Wheat, per Quarter—					
April, May, June ..	..	1	6 to	2	3
July to middle of August ..	..	1	0	2	0
Middle of August to middle of September ..	..	2	3	2	9
„ September to middle of October ..	..	1	6	1	9
„ October to end of season ..	..	2	3	2	9
Timber, per load { Fir ..		10	0	15	0
{ Oak ..		12	0	18	0

To London.

Wheat, per quarter (August and September) ..	..	3	0	3	6
Spelter, per ton ..	..	7	0		
Oak Staves, per mille ..	..	£13	0	0	

Exchange.—The average rate of exchange for short bills on London in 1865 was—

	doll. sgr.		doll. sgr.		doll. sgr.		doll. sgr.
January ..	6 22 $\frac{7}{8}$	April ..	6 24 $\frac{7}{8}$	July ..	6 25	October ..	6 25 $\frac{1}{4}$
February ..	6 24 $\frac{1}{2}$	May ..	6 25	August ..	6 26	November ..	6 24 $\frac{5}{8}$
March ..	6 25	June ..	6 24 $\frac{7}{8}$	September ..	6 25 $\frac{1}{4}$	December ..	6 24 $\frac{1}{4}$

Average for the year 6 doll. 24 $\frac{3}{4}$ sgr. = 1*l*.

Equivalents of Prussian Weights, Measures, &c.

1 Cental (Centner) ..	=	110·231172 lbs. Avoirdupois.
1 Last of 40 Centals ..	=	1·9684 Ton.
1 Measured or Shipping Last ..	=	1 $\frac{1}{2}$ Register Ton.
1 Wispel of 24 Scheffel ..	=	4·536 Quarters.
1 Dollar (30 Silbergroschen) ..	=	3 <i>s</i> ., or at the average rate of exchange in 1865, 2 <i>s</i> . 11·16 <i>d</i> .

III.—AGRICULTURE

The harvest of 1865 turned out badly, not only in Pomerania but throughout Prussia. In Pomerania wheat, rye, and hay were considerably below the average of the eight preceding years, and rape was a complete failure. The yield of peas, potatoes, and beetroot was comparatively abundant, as shown more fully in the following statement compiled from the Reports published by the Prussian Board of Agriculture, and in which a “normal crop or yield” is indicated by 1.

AVERAGE Yield of Corn, &c., in Pomerania from 1857 to 1865 inclusive.

Articles.	Average of 8 years 1857-1864 inclusive.	1864.	1865.
Wheat	·96	·99	·73
Rye	·92	·94	·67
Barley	·85	·95	·91
Oats	·89	1·01	·91
Peas	·75	·84	·98
Potatoes	·78	·76	·92
Rape	·83	·73	·23
Beetroot	·81	·77	·98
Hay	·86	·65	·61
Flax	·82	·97	·85
Wool	1·	1·04	·92
Tobacco	..	·87	1·16

AVERAGE Prices of Corn in Pomerania; reduced from official returns.
The average taken from the average prices at 29 market towns.
Exchange, 6 dollars 20 silbergroschen=1*l*.

Articles.	Average at Martinmas (Nov. 11), 1865.		Decennial average at Martinmas 1856-1865 inclusive.	
	Per Wispel.	Per Quarter.	Per Wispel.	Per Quarter.
	doll. sgr.	s. d.	doll. sgr.	s. d.
Wheat	62 18	41 4½	65 17	43 4
Rye	49 20	32 10	43 24	28 11½
Barley	34 21	22 11¼	34 7	22 7
Oats	24 25	16 5	24 9	16 0½

MARKET Prices of Corn, &c., at Stettin in 1865, per Imperial Quarter.

Articles.	1st Quarter.		2nd Quarter.		3rd Quarter.		4th Quarter.		Year.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat.	27 1½	34 10½	28 5½	37 5½	30 11½	43 10½	33 7½	47 10	27 1½	47 10
Rye	18 9	23 3	20 8	29 1	25 2	30 11½	27 1½	34 3	18 9	34 3
Barley	16 9½	20 8	18 1	21 4	19 4½	26 5½	19 4½	28 5½	16 9½	28 5½
Oats	12 11	18 1	15 6	20 8	12 10½	20 7½	12 11	19 4½	12 10½	20 8
Peas	23 3	31 0	27 9½	36 2½	29 8	36 1½	31 0½	37 5½	23 3	37 5½
Potatoes ...	7 9	12 11	7 9	11 7½	7 9	15 6	7 9	10 4	7 9	15 6

IV.—POPULATION AND INDUSTRIES.

The population of Stettin, according to the last Pomerania census of 4th December, 1864, was given in my last Report, and a list of the industrial establishments here will be found in my Report for 1863.

Several of these establishments continue to realize very considerable profits, especially the cement works. The shareholders of the "Stettin Portland Cement Company" will receive, for 1865, a dividend of 22 per cent., and the quantity of cement produced at their works has annually increased from 30,000 barrels in 1858 to 88,500 barrels in 1865.

The "Stettin Steam Mill Joint-Stock Company" now carry on their business with profit, the shareholders receiving, for 1865, a dividend of 5 per cent. The quantity of corn ground at the Company's mills in 1865 was about 152,000 quarters, and their flour obtained a prize medal

at the Dublin International Exhibition, and is said to be equal in quality to the French *griot* or *gonan*, as it is commonly termed.

V.—PUBLIC WORKS.

Under this head there is, strictly speaking, nothing to record since my last Report, unless it be that storm signals have been erected both at this port and at Swinemünde.

In respect to the "General Exhibition of Industry" opened here in May 12th and closed on July 2nd, nothing much can be said. Of late years, such exhibitions, owing to their frequency, have assumed too much the character of mere bazaars. However, considering that a similar exhibition was held, at the same time, at Cologne—not to mention those of Dublin and Oporto—the Stettin exhibition, although attended with a loss of 11,000 dollars, was, on the whole, better than could reasonably have been expected.

The "International Agricultural Exhibition" held here in May under the auspices of the Pomeranian Agricultural Society, was well deserving of attention. Among the live stock exhibited were 392 head of horned cattle, 2,044 sheep, and 348 horses, 19 of them full blood. Gold medals were awarded to J. Fowler and Co. of Leeds for their steam plough, and to Richard Hornsby and Sons of Grantham for their steam threshing machine; and large silver medals to Ransom and Sons of Ipswich; to Clayton, Shuttleworth, and Co. of Lincoln; to Picksley, Sons, and Co. of Bedford; and to six other English firms for various agricultural machines and implements.

Stettin, March 27, 1866.

SPAIN.

MAYAGUEZ.

Report by Mr. Vice-Consul Krug on the Trade of Mayaguez for the Year 1865.

THE past year of 1865 has not been a very good one for the agriculture and commerce of this district. People who expected an immediate and great benefit for this island from the termination of the American war have been entirely disappointed. On the contrary, provisions, the greatest necessities of life, and the chief imports from that quarter, remained very high in value, and, in some instances, reached much higher figures compared with the rate of gold and exchange than during the struggle. Our produce only for a short time realised a good gain in the United States. Prices here for sugar, on an average, were ruling from $3\frac{1}{4}$ to 5 dollars for extremes of quality. Its crop was only a middling one. The principal market for sugar and molasses always is the United States. The coffee crop in this district was extremely abundant,—in fact, the largest one we ever had. This district produces the greatest quantity of coffee on our island,—say, an average of about 70,000 quintals; but last year 110,000 were exported from this port. The markets for our coffee are the Mediterranean and Germany. For the last two years considerable quantities have been shipped to Havana, but since the end of the American war, there is no longer a demand for that quarter.

The cotton crop was not very abundant, principally on account of a peculiar worm, which destroys the leaves, and, in many instances, the whole plant. But the result of cotton cultivation, on an average, has been very good, and, if the present high price only continues to rule for two or three years more, the cotton planters in this district will have realised the whole amount of their winter capital, and a very handsome interest besides. The prospects for this year's crop are good. Some cotton is coming in already, and the yield and quality is reported to be excellent.

Several very good steam-gins—knife and saw—have been introduced, and are giving very good results.

There is no doubt that cotton could be planted here on a much larger extent, if the necessary capital could be obtained at reasonable terms. A well-organised cotton plantation, established on the system of free labour, and with proper machinery, pays very well as long as a planter can sell his cleaned cotton on the spot at about 20 dollars (it is worth now 35 dollars); but of course the gain is very much reduced if he has to pay 20 to 25 per cent. interest on the invested and working capital. He is nearly ruined if his crop only fails him for one year.

Several foreigners, principally Frenchmen and Germans, have invested their capital in cotton lands, and they have reason to be satisfied with their profits.

It has been proved by dearly-paid experience that the only cotton good for cultivation in this island is the so-called country cotton, which grows on a good-sized tree that attains a height of 5 to 6 feet, and, if not

clipped, of 8 to 10 feet. New Orleans and Sea Island cotton yield very well ; but this and all so-called shrub or ground-cotton cannot resist the worms, and generally die out after the worms have left the trees ; but the country cotton-tree sprouts again, and produces a crop almost as abundant as if the worms never had touched it. With the exception of a very small quantity, which is sent to Germany and the United States, all the cotton produced in Porto Rico is exported to Liverpool and London, where it sells at 1*d.* or 2*d.* above the quotations of middling New Orleans.

The foreign trade during the past year has been a very healthy one, and, although the gains in some commercial concerns may have been small in comparison to other years, we have had to lament no failure here, nor heavy losses from a failure abroad. The wealth and importance of this port and district are increasing continually, and it is a great pity that the Spanish Government does almost nothing to facilitate its commerce and agriculture. Sometimes our importers are put to the very greatest inconvenience and losses by our Custom-house, whose regulations are made by officials who know nothing about it, and may look very well on paper, but are entirely impracticable. This is very well understood by our Custom-house officials, and all lawful facilities a merchant requires he has to ask for as favours. These cost something ; and it is very important for a large importer to be on good terms with the Collector of Customs. This is the same with all other Spanish authorities, who hold an entirely despotic command over the public ; so much so that, until the end of last year, even the Mayor (corregidor) of our town was a captain in active military service, holding at the same time three other offices, and taking the corresponding salaries. He actually ruled over the whole town and district as a conqueror rules over a conquered country.

With the British provinces of North America there is a pretty large business doing here. We import from that quarter from 50,000 to 60,000 quintals of dry salted cod-fish and haddock, which is the principal food for the estate slaves. The price of it here is from 3¼ to 6 dollars. The duty is 60 cts. per quintal. The exports to the provinces consist of about 3,000 to 4,000 hogsheads of sugar and 1,000 puncheons of molasses, which are shipped either to Halifax and Yarmouth direct, or to Montreal and Quebec *via* Portland. But, generally, the proceeds of the fish-cargoes are remitted in specie (American silver) or in bills on London. Since about three years considerable quantities of jerked beef (*tasa*jo) have been imported here from the Brazils, and the consumption of cod-fish has somewhat fallen off.

Our town has in operation at the present moment two public works of some importance,—an aqueduct to provide the whole town with good, drinkable water, and a long covered wharf in front of our Custom-house. Both of these works are done under the inspection of the famous Spanish engineers, and, of course, will not be very skilfully done, and will cost about double the money any foreign engineer would have asked for them. The wharf is an affair of about 25,000 dollars, and they have been working at it for about two years. It will not be of much use for many years, as the material is very poor, and, besides, our harbour is fast filling with sand from our river, and will be partly dry in a few years, if no measures are promptly taken to deviate the course of the river and to cleanse the port. This would be a very good enterprise for English capital and English engineers, if the licence and approbation can be obtained from the Captain-General and the Spanish Chief Engineer.

The aqueduct has been in work about three years, and it is expected to be finished in about one year more. As far as now about 150,000 dollars have been spent. The object is to provide the whole town, as

well the under as the upper part of it, with fresh water from a river in the mountains. A large reservoir has been built, and part of the tubes have been laid. Some intelligent parties—foreign engineers—have told me that the whole affair is badly managed, that the tubes will leak, and that, in dry weather, all the water will be lost. These may be partly exaggerated, but certainly the town does not get its money's worth. I have too little knowledge in these matters to be able to give a correct opinion about it.

The bay, or under part of the town, is about a mile and a-half distant from the upper town, and a steam-railway for goods and passengers between the two places ought to pay very well if properly laid out and well managed. But an English company and engineers could only do the work if the Captain-General were to take a particular interest in the affair, and to prevent the Spanish engineers from meddling with it. I think the affair would not cost much, and could easily be made to produce 15 to 20 per cent. on the invested capital.

No engineer desirous of doing any public or private work must count on any advance from the people here, not even for the plans. Money is very scarce, principally with the planters; and, besides, we have had some sad experience as regards advancing money to enterprising parties.

Foreign architects, mechanics, carpenters, masons, &c., could make fortunes here; but they must have some capital to start with, know their business well, and have patience. Skilful workmen are very scarce here, and would find plenty of employment. Of course they would have to learn the Spanish language. For their religion the authorities do not care much, if they only keep quiet. The Spaniards, as a class, do not like the foreigner; but if the foreigner has intelligence and money—both of which the Spaniard lacks most—he is well received, and gets along very well.

Mayaguez, February 6, 1866.

TURKEY.

ISLAND OF CRETE.

Report by Mr. Consul Dickson on the Trade of the Island of Crete for the Year 1865.

As no other custom-houses, except those at Canea, Candia, and Retimo, are established on the Island, and all ships having goods to load or discharge are consequently required to call at either of these three ports in order to obtain permits and enter their manifests, the following general observations, compiled respectively by myself, Mr. L. A. Colocherino, Vice-Consul at Candia, and Mr. Colocherino, Consular Agent at Retimo, will furnish some idea of the navigation and commerce of the whole Island of Crete during the past year.

DISTRICT OF CANEA.

SHIPPING AND NAVIGATION.

The total number of British ships that entered amount to seven, all from England, with cargoes consisting principally of coals and soda ash, valued altogether at 9,093*l*., and having a total burthen of 1,824 tons. The total number of their crews was 74.

All these vessels cleared in ballast, namely, four for Constantinople, two for Zante, and one for Smyrna.

The following is a statement of foreign ships entered and cleared, not including those engaged in the coasting trade.

[illegible]

The vessels employed in the coasting trade, being such as did not exceed eighteen tons burthen, were as follows :—

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Ottoman	132	2,819	711	180	3,655	952
Hellenic	7	160	42	12	555	81
Italian	4	86	37	1	175	10
Samiole	1	125	9	..	..	..
Total	144	3,190	799	193	4,385	1,043

The Austrian Lloyds steamers, plying as they do weekly between Syria, Canea, Retimo, and Candia, and *vice versâ*, also carry on a coasting trade. The goods thus conveyed between the intermediate ports of this Island are chiefly native produce, and the amount thereof is trifling.

The above specified Italian boats have been engaged in fishing. The town of Canea is chiefly dependent upon these, and a few Maltese boats, for its daily supply of fresh fish.

All these shipping returns have been obtained from official sources.

The value of the following articles of importation and exportation have been calculated according to current market prices, and their quantities estimated approximately by local merchants.

Imports.—The imports amounted to 188,370*l.*, and consisted of wheat, flour, barley, beans, sugar, coffee, rice, butter, codfish and herrings, tobacco, calicoes and T cloths, cotton twist, bullock hides, soda ash, natron, jute sacks (from Dundee), timber, hardware, rope of all kinds, &c.

The following goods were received from England and Malta.

Articles.				Quantity.	Value.	
					Piastres.	£
Soda Ash	..	..	cwt.	6,840	461,400	= 4,083
Jute Sacks	..	..	No.	5,000	40,000	354
Rice	..	..	bags	150	27,000	239
Miscellaneous	..	..	..	..	30,000	265
Total	..	..	..	..	558,400	= 4,941

Under the head miscellaneous are comprised T cotton cloths, cotton twist, herrings and codfish, dry salteries, and a few other manufactures.

Exports.—The exports are soap, wrought silk, cocoons and silkworm eggs, oranges and lemons, chesnuts, bees wax, cheese, linseed, lambskins, &c., valued at a total of 150,315*l.* Nearly the whole of these articles were exported to Greece, and different ports of Turkey and Egypt.

It will be remarked that olive oil, the staple production of the Island, does not appear in the Return, except under the name of soap, into which most of the oil has been converted. This circumstance is due mainly to the prevailing high prices of soap in Egypt and at Constantinople.

I may enumerate the following, as the average market prices of the principal goods.

		Piastres.	£	s.	d.	Per
Wheat	.. per kileh	24	=	1	15	4 imperial quarter
Flour	 oke	3		0	0	6½ 2 lbs. 13 ozs. 5 drms.
Barley	 kileh	15		1	1	11 imperial quarter
Sugar	 oke	6		0	1	0½ 2 lbs. 13 ozs. 5 drms.
Coffee	 "	10		0	1	9¼ " "
Rice	 "	3		0	0	6¼ " "
Butter	 "	15		0	2	8 " "
Soap	 kintal	180		1	12	1½ 126 lbs.
Olive Oil	 mistata	60½		51	19	8 imp. tun (252 gallons)
Cocoons & Silkworm Eggs	 } oke	1,200		10	14	3 2 lbs. 13 ozs. 5 drms.
Oranges	.. per 1,000	100		0	17	10¼
Lemons	 "	40		0	7	1½
Chesnuts	 oke	1		0	0	2 2 lbs. 13 ozs. 5 drms.
Beeswax	 "	20		0	3	6¾ " "
Hides	 "	14		0	2	6 " "
Lambskins	.. per doz.	48		0	8	6¾
Natron	 kintal	30		0	5	4¼ 126 lbs.
Tobacco	 oke	22		0	3	11 2 lbs. 13 ozs. 5 drms.
T Cotton Cloths	per piece	60		0	10	8½

Rate of Exchange.—The rate of exchange has not fluctuated, remaining fixed at 113 piastres per £ sterling. Bills on England have been in steady demand and negotiable always at par.

Banks.—There are no banks in the Island. If a branch establishment were fixed at Canea in connection with some large banking firm at Constantinople, such an enterprise would materially benefit local trade, and at the same time alleviate the pressure caused by the present high rates of interest. Ten and twelve per cent. is the interest usually levied on mortgage.

AGRICULTURE.

The average agricultural produce of the Island of Crete during 1865 may be estimated as follows:—

Olive Oil..	..	..	..	tuns	7,500
Wheat ..	..	..	..	bushels	200,000
Barley ..	..	..	..	"	300,000
Oats ..	..	..	..	"	250,000
Beans and Vetches	..	..	..	"	100,000

On the whole the corn harvest cannot be reckoned a plentiful one. Large quantities of olives, after having well ripened, have been washed away and otherwise damaged by the heavy and continued rains during the beginning of winter.

Cocoons and Silkworm Eggs.—In regard to cocoons and silkworm eggs, an unusually great number of persons came here from Syria early in the year to purchase cocoons and convey the eggs to their own country. This caused the price of silk to advance to an unprecedentedly high price;—for whereas in ordinary years the price never exceeded 140 piastres per oke, as much as 400 to 450 piastres was paid during the year.

Seventeen okes of cocoons produce one oke (about 2½ lbs.) of eggs.

The quality of the silk of this Island is considered equal to that of Adrianople. The small manufactory established here in 1850 for reeling silk in the Italian way has for many years ceased to work. A good crop does not exceed 30,000 lbs.

PUBLIC WORKS.

It is perhaps hardly necessary to state that railways and telegraphs do not exist on the Island, and that even the bare hope of such modern

appliances being introduced under the present administrative system is very distant. The state of the roads and bridges in general (if the few now practicable be even deserving the appellation) is deplorable, and ought to rouse the serious attention of the Government to remedying so crying an evil.

While the Governor-General, İsmail Pasha, is deserving of great credit for the encouragement his Excellency is giving to agriculture, distributing as he has done thousands of young olive and mulberry plants among the peasantry gratis, in addition to other benefits conferred on local horticulture, the obstructions to the transport of yearly increasing produce and to an extended means of internal communication, have been sadly overlooked.

DISTRICT OF CANDIA.

Mr. Vice-Consul L. A. Colocherino has furnished the following remarks upon the trade of his district.

The chief articles of British manufacture imported to the port of Candia were cotton cloths, iron, soda ash, jute sacks, Indian rice, pepper, indigo, tin in boxes, alum, crockery, &c. These have been mostly conveyed by the Austrian Lloyds steamers from Syra, where they lay in transit. A quantity of such goods has also been imported through Smyrna and Constantinople.

In addition to the Lloyds boats, a Greek company had started a line of steamers in April last, plying between Syra and Candia. These having proved too large, and unable safely to enter the small harbour of Candia, and, on the other hand, too costly, were soon afterwards abandoned.

I subjoin a statement of all the ships that have arrived and departed from this port in 1865, exclusive of boats carrying on the coast trade.

Nationality.	ENTERED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes. £
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
Turkish ..	216	5,862	952	162	3,451	595	378	9,313	1,547	30,828
Hellenic ..	47	3,882	360	53	1,753	282	100	5,635	642	11,538
Austrian ..	3	508	25	..	..	..	3	508	25	3,885
Italian ..	3	453	26	17	663	139	20	1,116	165	136
Russian ..	..	..	..	1	85	8	1	85	8	..
Samiote ..	..	..	..	2	406	21	2	406	21	..
Austrian Lloyd's Steamers..	39	14,631	4,114	..	..	..	39	14,631	4,114	74,195
Hellenic Steamers..	5	2,004	195	..	..	..	5	2,004	195	1,118
Total ..	313	27,340	5,672	235	6,358	1,045	548	33,698	6,717	121,700
Nationality.	CLEARED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes. £
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
Turkish ..	221	5,325	1,184	198	4,885	1,001	419	10,210	2,185	32,370
Hellenic ..	36	2,629	180	62	2,796	362	98	5,425	542	16,653
Austrian ..	..	..	..	3	508	25	3	508	25	..
Italian ..	6	652	56	14	464	109	20	1,116	165	2,124
Russian ..	1	85	8	..	..	..	1	85	8	400
Samiote ..	2	406	21	..	..	..	2	406	21	1,030
Austrian Lloyd's Steamers..	39	14,631	4,114	..	..	..	39	14,631	4,114	32,970
Hellenic Steamers..	5	2,004	195	..	..	..	5	2,004	195	1,253
Total ..	310	25,732	5,758	277	8,653	1,497	587	34,385	7,255	86,800

COASTING Boats, Port of Candia.

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Turkish	141	2,171	654	134	2,004	666
Hellenic	2	242	22	12	650	77
Italian	1	40	6	1	40	6
Total	144	2,453	682	147	2,694	749

The total value of the imports was 121,700*l.*, against 113,261*l.* in 1863, and 155,300*l.* in 1860.

The exports amounted altogether to 86,800*l.*, against 125,504*l.* in 1860.

The trade of this province has been much depressed by the partial failure last year of the grain and olive crops. The latter only yielded 3,000,000 okes of oil, being about one-fourth of a good harvest in the whole Candia district.

The crop of carobs was altogether a plentiful one, about 40,000 cwt. were exported from this port last year.

The prices averaged 3*s.* 6*d.* and 4*s.* per cwt. free of all charges on board.

The grape has been nearly all blighted by a heavy storm occurring in the early part of September.

A large quantity of silk cocoons, and equal to two-thirds the entire crop, was converted into eggs, pursuant to constant orders from Syria.

Fresh cocoons fetched from 3*s.* 6*d.* to 4*s.* per lb., spun silk from 18*s.* to 1*l.* per lb.

Olive oil cost, free on board, 47*l.* up to 51*l.* per tun ; native soap 38*s.* per cwt.

DISTRICT OF RETIMO.

The following is a gross return of the shipping at the small port of Retimo during the past year.

Nationality.	ENTERED.			
	Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargoes.
Turkish	23	400	202	£ 4,924
Hellenic	23	1,308	174	5,528
Austrian	1	125	7	800
Italian	3	446	23	1,755
Samioté	1	30	6	215
Wallachian	1	40	9	416
Austrian Lloyds Steamers ..	39	14,631	4,114	30,140
Total	101	16,980	4,535	43,778
	CLEARED.			
Turkish	33	2,186	285	53,396
Hellenic	26	2,534	187	13,709
Austrian	4	469	27	2,583
Italian	5	764	45	2,361
Samioté	..	..	..	..
Wallachian	1	40	7	100
Austrian Lloyds Steamers ..	39	14,631	4,114	22,000
Total	113	20,624	4,665	94,649

The port of Retimo is yearly getting filled up with sand, and only very small vessels can now load or discharge. If properly cleaned there would be a depth of ten to twelve feet.

Last year the crop of oil almost entirely failed, having only produced 30,000 mistata (333 tuns). All this quantity has been made up into soap.

A good crop of oil in the whole district of Retimo is estimated at some 500,000 mistata (5,208 tuns).

Next to olive oil carobs and valonea rank as staple products of the district.

The yield of the first was 30,000 kintals (33,000 cwt.), that of the latter 40,000 kintals (44,000 cwt.). The price of carobs averaged 18 piastres per kintal (3s. 2d. per cwt.); valonea was sold at 50 and 60 piastres per kintal (8s. 11d. and 9s. 10d. per cwt.).

Canea, Crete, March 18, 1866.

ERZEROOM.

Report by Mr. Consul Taylor on the Trade of Erzerroom for the Year 1865.

THE general trade of Erzerroom has for the last year been favourable; its gross value, including transit, amounted to 2,191,300*l.* sterling for 154,171 packages of different kinds of goods; showing, when compared with 1864. a decrease of 105,000*l.*, apparent, rather than real, as it was occasioned by part of the usual transit passing through Tiflis instead of Erzerroom. Local trade, although it has not increased, shows no present signs of decline.

The separate values of import and export were,—

				Quantity.	Value.
				Bales.	£
Imports	..	..	..	127,354	1,695,500
Exports	..	..	..	26,817	495,800
Total	..	..	..	154,171	2,191,300

The sum for imports in transit was made up as follows:—

				Quantity.	Value.
				Bales.	£
From Europe	..	..	..	718,939	1,139,600
„ Persia	..	..	..	50,488	357,100
„ Russia	..	..	..	5,027	102,800
„ Home Localities	..	..	..	..	96,000
Total	..	..	..	127,554	1,689,500

Of the above sum England alone contributed 34,015 packages, valued at 962,000*l.* sterling, namely:—

				Quantity.	Value.
				Bales.	£
Grey Cloths, T.	..	..	..	23,100	554,400
Indiennes	..	..	..	7,040	380,160
Woollen Cloths	..	..	..	44	1,980
Sundries	..	..	..	3,831	25,479
Total	..	..	..	34,015	962,019

Showing an increase over 1864 of 4,469 bales, and in sterling value of 111,519*l.*, nearly the whole of which passed this town in transit for Persia. But the real value of the trade between England and Persia is considerably higher, as a large portion of cotton goods that formerly passed through this town now reach Tabreez by the Russian route, *via* Poti and Tiflis. The principal item under the head of sundries consists of tea, valued at 21,000*l.*, that is smuggled into Russia, together with large parcels of English cotton goods, along the Russian frontier.

French exports in transit consisted principally of 36,000 cases of sugar and 600 cases of sundries, of the total value of 139,800*l.*, against 79,000*l.* in 1864. The low price of the French sugar has completely

driven the English out of the field, and it ceased to become an article of export to northern Persia six years ago, although a considerable quantity still finds its way there by the Persian Gulf and Baghdad.

Notwithstanding the large supplies sent last year from Marseilles to Tabreez, prices still continue steady, and in spite of the mercantile languor of the winter months even point to a rise.

Germany, Belgium, and Switzerland together exported 1,224 bales valued at 37,840*l.*, a less amount by 592 bales and 15,057*l.* than the former year. The greater part of these goods (consisting of light printed muslins and jaconets used by the lower classes) were of Swiss manufacture. Belgian fire-arms formed also an item; they are made to imitate English, and, taken as such, find a ready sale among the poorer people who cannot distinguish between the two manufactures, and are influenced by the comparatively low price for a showy, though less solid, weapon.

Exports for Europe.—Here there is this year an apparently large falling off of the goods, exclusively Persian, that compose this branch of trade. As compared with 1864, the totals are respectively 18,606 bales, value 375,400*l.*, against 26,928 bales, value 627,700*l.* But in reality they exceeded 1864, passing, however, through Russia instead of, as usual, through Erzeroom. Of the 18,606 packages cleared at the local custom house in transit for Europe there were,—

	Quantity.	Value.
	Bales.	£
Silk	5,806	267,076
Cotton	3,000	27,000
Wool	1,200	5,400
Gall nuts	1,000	18,000
Frison	4,000	40,000
Sundries	3,600	18,000
Total	18,606	375,400

200,000*l.* worth of the above went to England, and the rest to Marseilles, Genoa, and Trieste. The article called frison deserves note from its comparative value with respect to silk and yearly increasing importance. It is the refuse silk remaining after the incomplete means of filature adopted by the Persians in Resht and Mazanderan. The whole of it is sent to France, where it is subjected to a process by which a great deal of really good silk is obtained, the rest being used up in different French manufactures, such as carpets and table-covers. At Resht it costs about 1*s.* 5½*d.* for 2 lbs. 14 ozs., although it is valued for duty in Turkey at 2*s.* 8½*d.* for the same weight. The smaller parcels of goods exported—included under sundries—consist of prepared goat and sheep-skins, opium, saffron, lamb-skins, dried fruits, and carpets, for England; and cocoons and silkworm eggs for France and Italy. Specie exports from Persia to Europe, not included in the gross value of trade, amount to 300,000*l.*; but a large portion being sent through Tiflis it is hard here to define the real value of such.

Persian Imports into Erzeroom.—During 1865, 50,488 bales, valued at 357,100*l.*, were imported, against 29,003 bales, value 291,100*l.* in 1864; the great increase being in Isfahan, Shiraz, and Kechan tobacco. Of the former, 1,610 bales (value 24,275*l.*) were consumed in Erzeroom, and the rest was forwarded to the Asiatic provinces, contiguous districts, and Constantinople. The several items composing this trade were as follows:—

	Quantity.	Value.
	Bales.	£
Tobacco	44,238	110,500
Cattle, 54,000 in number	..	48,800
Cotton Thread and Cotton Goods of Persian manufacture	3,540	61,250
Shawls of Kerman and Khorassan	600	113,400
Carpets	110	7,150
Sundries	2,000	16,000
Total.. .. .	50,488	357,100

The cattle imported from Persia were,—

Sheep	42,000
Cows	7,500
Camels	185
Horses	145

The sheep cost on an average here 70 piastres (12s. 8d.), and the cows 1*l.* 13s. 5d. each. Ever since the first outbreak in America the native cotton goods manufactured at Tabreez and in its vicinity again assumed some importance that was not abated on its termination. The low price, combined with great solidity and strength, ensures a ready sale amongst the mountain Koords throughout the district, who, from the nature of their country, cannot raise sufficient raw material to manufacture the cloth in sufficient quantities for their own use, although they too fabricate an equally cheap and strong article. It is among these people also that the cotton-thread spun at Khoi, near Tabreez, is disposed of, also some parcels of coloured woollen-thread for carpets, included among the sundries. In the latter item is an amount of 3,000*l.* for Resht silk, re-exported from this to Aleppo, Diarbekr, and Arabkir, for the manufacture of the silk and mixed silk and cotton goods, that form the staple industries of those towns.

Erzeroom Exports to Persia.—The whole value scarcely amounts to 4,806 bales, value 45,000*l.*, of which a sum of 25,000*l.* for goat's-hair from Jezireh (near Diarbekr) and galls, from the same province, go to France, Italy, and Germany, leaving 20,000*l.* only for the value of the home exports to Persia, consisting of small parcels of goods of no importance, supplied by no less than eleven Turkish provinces situated about the boundaries of this government.

Trade of the Caucasian Provinces with Erzeroom.—The trade for this year amounts to a sum of 102,833*l.*, being 43,000*l.* less than last, as follows :—

	£
Skins of Cows and Buffaloes	29,000
Cattle for slaughter	23,300
Wool	20,000
Cotton	10,000
Metals, Worked and Raw	7,600
Rice of Erivan	5,000
Raw Silk and Braid	2,330
Sundries	5,603
Total	£102,833

Of the above amount 21,000*l.* worth is consumed on the spot, the rest being purchased by native traders for re-export to the interior; the skins going to Diarbekr, Mardin, Harput, and Paloo, the cattle to Aleppo and Damascus, and the wool and cotton to Constantinople, *en route* probably for Europe. This trade is in the hands of Russian Armenian subjects,

natives of Akhkhalsik near the frontier, who pass most part of their lives here.

Exports from Erzerroom to the Caucasian Provinces.—The total value of these exports to the Russian provinces is as nearly as possible three-fourths of the imports, amounting to 75,800*l.*, for the following objects, of which English goods alone absorb a sum of 46,000*l.*

	£
British Manufactures	46,000
Native ditto	4,800
Timber for Building	2,000
Tobacco	5,000
Sugar	5,000
Coffee	1,600
Furs (undressed)	6,000
Sundries	5,883
Total	<u>£75,783</u>

The native manufactures consist of the silk, and mixed cotton and silk goods noticed before; the tobacco is grown at Moosh, a sub-district of this government; and the timber, all used at Gumric (or Alexandrapol), for building purposes is the produce of the Saghanloo Dagh, near Kars. The British goods (printed and plain cottons), and French sugar, with coffee, are smuggled into Russia; any legitimate trade, in consequence of the prohibitive duties on them, being out of the question. This contraband trade is so well organized, and holds out such advantages to the smugglers, that it has been found impossible to check it, and all classes, from the Russian officials downwards, seem interested in its preservation. Cotton goods, silk fabrics and velvets, are absolutely prohibited by law, and printed cotton cloths (Indiennes) are rated at a duty of 150 per cent. Tea and French sugar pay 30 per cent. duty on a highly-exaggerated tariff value. The carriers engaged in this trade are so confident of success, that they actually insure the safe delivery of the goods consigned to them at any indicated point, giving at the same time pledges for the due execution of their agreements. The sum noted in the Table does not represent the whole value of this illegal traffic, but is indicative only of that portion of it emanating from Erzerroom.

Local Trade of Erzerroom.—Erzerroom consumed in 1865 goods, provisions, and cattle, imported from abroad and interior, to the value of 130,100*l.*, a much lower amount than in the former year, owing to the failure of the crops, that from continual rain suffered from rot. The sum voted was made up as follows:—

	£
Native Manufactures, 1,057 bales ..	33,000
Sheep, 3,000 in number	10,500
Goats, 15,000 ditto	2,700
Prepared Skins	1,900
Fruits and Vegetables	20,000
Persian Goods, Tobacco, Cotton, &c. ..	24,200
Caucasian Provinces Goods	12,800
Sundries	18,600
Cows re-exported as "Bastoorma" ..	6,400
Total	<u>£130,100</u>

The above sum does not include British manufactures, cattle from the immediate neighbourhood, or grain. The two former items may be rated at 30,000*l.* and 8,100*l.* respectively. Omitting articles of foreign produce consumed here (amounting to 51,900*l.*), the balance represents the value of articles exported to Erzerroom by sixteen Turkish towns not

under this Government. As usual, Diarbekr, Aleppo, and Arabkir supply most of the native manufactures; and the rest, including Constantinople, pearls, mock jewellery, articles of luxury, oil, soap, native iron-work, ready-made clothes, and Kharput wine. An article of consumption prepared here, and exported to Constantinople and Egypt, is the preserved meat called "bastorma." It is made by cutting long slices, an inch thick, from the carcasses of oxen, and sometimes also from sheep; then rubbing them with salt, garlic, and an indigenous wild herb; and finally drying them in the open air. In this manner the flesh of some 6,000 animals (producing 20,000 batmans, or 147 tons) were exported last year. Its manufacture appears capable of great development, for not only the Erzeroum plain, but the other valleys, either in its immediate neighbourhood or in the province, abound in a fine rich grass peculiarly adapted for rearing and feeding cattle, in a short time, to the maturity desired for the supply of this compound in its best state. The demand for it throughout Turkey is universal, and seems unlimited, though the quantity sent from this is trifling in comparison with the peculiar capabilities it enjoys for an extended trade in this branch of native industry. There are only two other towns in Turkey—namely, Diarbekr and Kaiserieh—which at all compete, in a large way, in this with Erzeroum; but in both instances cattle are exported from these districts there, and their respective distances from the coast are much greater. The amount of cattle, sheep, and oxen annually to be procured here is well deserving the attention of the European trade; for a fair and wholesome meat, superior to that sold in many continental towns, might be obtained here and salted for exportation at prices insuring fair profits.

Agriculture.—Agriculture is pursued in this province much in the same manner as in nearly all the other provinces of Asiatic Turkey. The same implements, the same routine, the same apathy and negligence, is observable everywhere; and, as elsewhere, the whole mass of labouring agriculturists are deeply involved in debt to the town capitalists, by whose sufferance alone it is that cultivation can be carried on. In the absence of any débouchement for surplus crops (Trebizond, only sixty hours off, importing its grain and flour from Odessa), it is scarcely possible to anticipate any improvement. There is a certain annual demand, beyond which grain is not saleable. It would then seem the interest of the agriculturists to keep within, or at least not to exceed, its utmost limit; for in the absence of a market, owing to the want of easy communication at reasonable rates, any hoarding of surplus crops, for them, is out of the question, from the simple fact that they cannot afford to bide the time necessary to insure remunerative prices at home, in presence of an accumulating obligation to the money-lender, who is pressing them for repayment; their crops in the meantime being greatly depreciated in value, consequent upon a plentiful harvest. The natural consequence—the most ruinous to the country, and one that cannot be too efficiently guarded against—is, that the capitalists' granaries are filled at the expense of the fellah. To any one who, by long residence and research, is at all conversant with the condition of this class in Turkey, the above remarks will not appear exaggerated.

The sum collected for tithe on grain, in 1865, was 113,180*l.*, thus giving 1,131,800*l.* as the value of the crop. Taking this as a basis, and the average for wheat and barley at respectively 185 piastres (1*l.* 13*s.* 2*d.*) and 135 piastres (1*l.* 1*s.* 1*d.*) per somar of 9½ bushels, the whole yield of the Willaïet of Erzeroum, Moosh, Kars, Bayezid, Tchildir, Erzincan, and Vau, with Shebba Kara Hissar, would amount to 3,322,749 imperial bushels of wheat, and 4,553,402 of barley; to which must be added

10 per cent. difference between the false and real returns of crops as submitted to Government, thus making a gross total of grain,—

Wheat	..	..	..	..	..	Bushels.
Barley	..	..	..	..	..	3,655,023
						5,008,742
Total	..	..	..	..	..	8,663,765

The approximate amount of population may be put down at one million for the whole Willaiet, thus giving only about $3\frac{1}{2}$ bushels of wheat and 5 bushels of barley per head, an amount inadequate to their wants; but Persia and Mosul supply a great part of the southern portion of the Vau and Moosh Sanjaks, and Persia and Russia that of Bayezid; while at the same time the majority of the mountaineers use little else but maize, millet, and rye—products that have not been noticed under the head of grain. The prices of wheat and barley fluctuated greatly in 1865; the highest prevailed for the first six months, and the lowest were the closing prices for the crops of that season.

			Piast.	£	s.	d.
Wheat in Spring, per somar	..	..	220	=	2	0 0
„ other times	„	..	150		1	7 6
Barley in Spring	„	..	150		1	7 6
„ other Seasons	„	..	120		1	1 9 $\frac{3}{4}$

There are two kinds* of wheat, red and white, the former being the best, though no difference is made in the price; both kinds, when for sale in the market, being mixed together. The better kinds of wheat weigh 276 okes=776 lbs. per somar, the middling 240 okes=675 lbs., which would be $87\frac{3}{4}$ and 67 lbs. per bushel respectively. Barley weighs 240 okes=675 lbs. per somar, or 67 lbs. per bushel. It is of a very superior kind, and reckoned the best in Anatolia. The following are the prices of mule and camel hire to Trebizond and Tabreez from this, and *vice versa*, for a cantar, weighing 180 okes, or 478 lbs.

			Piast.	Piast.	s.	d.	s.	d.
From Erzeroom to Trebizonde, Winter	..	..	100	to 250	=	18	2	to 21 9 $\frac{3}{4}$
„ „ Spring	..	..	60	90		10	10 $\frac{3}{4}$	16 4 $\frac{1}{2}$
„ „ Summer	..	..	70	100		12	8 $\frac{1}{2}$	18 2
From Erzeroom to Tabreez, Winter	..	..	..	500		90	10 $\frac{3}{4}$	
„ „ Spring and Summer	..	..	..	230		41	9 $\frac{3}{4}$	
From Trebizonde to Erzeroom, Spring	..	..	120	150		21	9 $\frac{3}{4}$	27 3 $\frac{1}{2}$
„ „ Summer	..	..	130	150		23	7 $\frac{1}{2}$	27 3 $\frac{1}{2}$
„ „ Winter	..	..	185	250		32	8 $\frac{1}{2}$	45 5 $\frac{1}{4}$

With rare exceptions, when mules carry a load of 400 lbs., a good mule-load scarcely exceeds 300 lbs. The charge per cantar, for camels, is 4s. less than the above quotations, but it is liable to the same proportionate fluctuations.

GENERAL REMARKS.

The Erzeroom Government, which formerly only consisted of this, the Tchildir, Moosh, and Bayezid Sanjaks, now includes the former Muttus-surufliks of Vau, Kars, Erzingan, and the Kaimakamluk of Shebban Kara Hissar; and in this state is now designated the Willaiet of Erzeroom.

The whole amount of the revenue, not including Wugguf property, collected from these eight districts in direct taxes, realised, in 1865, 26,005,000 piastres, from the following sources:—

	Piastres.	£
Tithes on Grain (Aashar)	12,450,000	
Town and Village octroi (Resoom)	1,305,000	
Taxes on Sheep (Kumchoor)	4,850,000	
Poll-tax (Vergoo), and Taxes in lieu of military service, } paid by Christians only (Aaneh Askerieh)	7,400,000	
	26,005,000	= 236,400

To this sum is to be added the payments on account of other branches of revenue, consisting of—

	£
Customs, foreign and local	36,000
Duties on Salt and Tobacco	12,000
Sundry small Taxes	4,000
	52,000
	288,400

Payments—

Civil Salaries and Police	65,879
Expenses of Custom-house Guardians, &c., for these } dues, and Salt and Tobacco ditto	12,742
	78,621

Approximate net revenue £209,779

Under this head the tithes on grain, namely 113,180*l.*, amount, within 6,000*l.*, to half the gross total derived from other direct taxes. Under a better system of collection than the present one of farming to private persons, I have no doubt that not only these, but the sheep taxes, would be 25 per cent. more productive. For the farmer, one year with another, it is calculated, gains at least 5 per cent. ; it has already been shown that 10 per cent. is filched by false returns and other means, and another 10 per cent. would be gained if a proper survey were made of all agricultural tracts, and were they classed in different categories, assessed according to their position and natural fertility. There would then be greater inducements for the small farmers to cultivate hitherto neglected and unproductive plots, and to abstain from the constant trickery alluded to before. These remarks apply chiefly to the Vau and Bayezid Kaimaklikis, where they are indebted to foreign countries for their supplies ; for, as already stated, Erzeroom and its neighbourhood, in the absence of a market, have always a sufficiency. The vergoo, or poll-tax payers, here as elsewhere, are divided into three classes.

	Piast.	s.	d.
The Rich, who pay per annum	75	= 13	7½
The Middling	44	8	0
The Poor	23	4	2
	50	9	1
Average per Head			

At this rate, taking the amount collected on account of this tax, namely 7,400,000 piastres, there would be 148,000 able-bodied adults in the Willaet who are subject to military service, or pay taxes in lieu of it. The whole average share of the entire taxation, reckoning the population at one million, would amount at the same time to 4*s.* 2*d.* per head.

The customs, salt, and tobacco monopolies, although yielding a gross sum only of 48,000*l.*, cost 25 per cent. in their collection. Properly speaking, the former dues, namely 36,000*l.*, ought hardly to be included in the revenue, as it is exclusively appropriated towards paying the interest on the English loans, and the Governor-General cannot touch a penny of it for the most urgent demands.

Military pay and the extraordinary expenses are not included in the charge for expenditure. A principal item of the latter is the sum needed

for the Erzeroom fortifications, and another is for the expenses occasioned by the Tchetchen immigration. The first will, it is expected, be completed in six years, at a cost of 350,000*l.*; the second has already amounted to 6,000*l.* sterling, and will probably in the end come to 20,000*l.*

At the commencement of this Report it was remarked that the only branch of trade that at present exhibited decline was the one of transit; and it is greatly to be feared, if the Turkish Government does not show greater zeal in pushing on the construction of the contemplated carriage road between this and Trebizond than it hitherto has done, that in a short time it will be lost to Turkey. The Russian Government has promised that the line of rail between the Black Sea and the Caspian shall be finished early in 1866. One hundred thousand troops are constantly employed on the works; and there seems every reason to believe that this is no vain boast, but that the promise will be fulfilled in the appointed time. Already a great part of the trade, by mule and cart, passes that way; and it is idle to suppose that on the full completion of the line, and the construction of a port at Poti, any portion of it will find its way to Persia, by Trebizond and Erzeroom, in the present state of the communications. Independent of the lucrative branches of trade that have sprung up with and are incidental to this large and regular transit, employing 80,000 pack animals, the sum paid for the hire of the latter alone, two-thirds of which may properly be said to belong to Turkey, cannot amount to less than 30,534,000 piastres, or 280,000*l.* The returns show that the total amount of large packages (the small parcels and passengers are not included), forming the import and export trade, amounted to 154,171 bales, making 77,085 loads of 61,668 cantars (14,247 tons), at an average mule-hire of 500 piastres (4*l.* 10*s.* 9½*d.*) per cantar, or very nearly 19*l.* 13*s.* per ton. In the event of Government carrying out its original plan of constructing a good carriage road between Trebizond and Erzeroom, it is proposed to complete it in six years; the French engineers, under the supervision of Feizi Pasha (General Kohlman) employed on it, calculating the cost at 172,800*l.* for labour and material. The continuation of this work to the Persian frontier would not cost much more, the country being comparatively level, and free from the engineering difficulties existing between the coast and Erzeroom. A comparison between the probable cost and the actual receipts, on this more extended line, can hardly leave a doubt as to its pecuniary value, independent of all others, while the former indeed is sufficiently high as to be remunerative even for steam communication.

I am not prepared to insist that the facilities afforded by the proposed carriage road would secure the continuance of the whole transit trade, as it exists, to this route, in the face of the improved means of transport that would be afforded by the Russian line, when completed, to the Persian trader; but there is no doubt it would not only enjoy a good share of it, but that, which would be far better for Turkey, it would afford easy and reasonable means of trade in grain to Trebizond for Europe, insuring thus large profits to farmers for their surplus crops, and in this manner develop agriculture, the real resource of this country.

Koordistan, March 1, 1866.

JERUSALEM.

Report by Mr. Consul Moore on the Trade of Jerusalem for the Year 1865.

Trade and Commerce.—THE trade of the Sanjak (or minor province) of Jerusalem is very inconsiderable ; Jerusalem, the chief town, is one of the least commercial or industrial of cities. The principal imports from England are cotton goods and some colonials, of the former it is calculated that between 300 and 400 bales of the value of 16,000*l.* to 20,000*l.* annually find their way here. There are no British merchants or tradesmen, the imports from foreign countries, consisting chiefly of woollen manufactures, hardware, glass, and fancy goods, are on an equally limited scale.

The exports are olive-oil and grain, the staple products of the district, of which the quantities and destination will be shown in the returns from Jaffa, the port of Jerusalem.

Agriculture.—As above stated, the staple produce of this district is olive oil and grain, of which the principal kinds are wheat, barley, sesame and maize, raised in rather considerable quantities. But little is done in cotton culture, what little is grown being of an inferior quality and consumed on the spot. No well directed and sustained effort on the part of the Government has been made to promote the cultivation of cotton ; it is believed that in many parts of the country cotton might be successfully and extensively grown, with good seed and proper instructions and implements given to the peasantry. A model farm, conducted by Englishmen, would, in my opinion be the best means of promoting cotton culture in this land.

The animals bred in the district are horses, camels, mules, asses, sheep, goats, and not many oxen.

Population and Industries.—The population of the Sanjak may be computed at 200,000 souls, divided into the three sects of Christians, Mahomedans, and Jews, in about the following proportions :—

Mahomedans	..	..	..	..	..	160,000
Christians (mostly of the Greek Church)	..	..	..	..	..	30,000
Jews	..	..	..	..	..	10,000
Total						200,000

The population of the city of Jerusalem is estimated at 18,000, of whom about 5,000 are Mahomedans, 8,000 to 9,000 Jews, and the rest Christians of various denominations.

The chief native industry is the manufacture of soap and what is called "Jerusalem ware," consisting of chaplets, crucifixes, beads, crosses and the like, made principally of mother-of-pearl and olive wood, and sold to the pilgrims who annually resort to the Holy City to the number of 6,000 to 8,000.

No mines are worked, although it is believed that sulphur, bitumen, and rock salt abound on the shores of the Dead Sea ; but security and capital are wanting, and so long as they are absent the probable wealth to be extracted from these regions will remain unavailable. No factories

are to be met with ; the employment of the people in the rural districts is agriculture, which is carried on in the most primitive mode.

Public Works.—It is a matter of great regret it should have again to be reported that neither railway nor, what is, under the circumstances, still better, carriage road has been, or is likely to be, made between Jaffa and Jerusalem, of which a harbour at Jaffa would much enhance the value. The difficulty is understood to arise from the unwillingness of the Porte to grant the concession to a foreign company, whilst it abstains from undertaking this most necessary work itself. The roads of the district are of a wretched description, and, with the want of security, are the main cause of the poverty and general backwardness of the country ; the formation of roads would, in the nature of things, itself react upon the country and tend to promote its security. This arises principally from the predatory Bedouin tribes inhabiting the outskirts of the district, to keep whom in check, however, military arrangements of a simple and inexpensive description might be readily devised. Owing to this cause vast and fertile plains are allowed to lie waste, or are but partially and poorly cultivated ; there can be no doubt that with the agricultural capabilities of the country fully utilized, it could support a population tenfold greater than its present scanty and poverty stricken inhabitants.

Izzet Pasha, the Governor of Jerusalem, has had the pools of Solomon and the ancient aqueduct repaired, with a view to supplying Jerusalem with water ; this most desirable work is advancing towards completion.

Jerusalem has now two lines of telegraph, one to Alexandria and the other to Jaffa, by means of both of which telegraphic communication may be had with Europe.

Jerusalem, March 1866.

RHODES.

Report by Mr. Vice-Consul Biliotti on the Trade and Commerce of Rhodes for the Year 1865.

SHIPPING AND NAVIGATION.

British.—Little can be said with respect to British shipping, which is limited to vessels bringing coals to Rhodes, and loading valonea in the neighbourhood of this island. The amount of coals imported has exceeded little that of the year 1864, while a single British vessel was loaded with valonea in 1865.

The subjoined comparative Return shows the movement of British shipping in the port of Rhodes during the last five years.

Years.	Number of Vessels.	Tonnage.	Number of Crews.	Value.	
				Imports.	Exports.
1861	11	2,958	113	£ 7,600	£ 4,750
1862	4	1,082	40	1,850	2,500
1863	6	1,364	58	2,500	3,500
1864	14	3,630	149	2,400	1,250
1865	6	1,724	71	3,600	1,500

The sensible difference in the number of British vessels which entered this port during the last two years, is, in a great measure, owing to a British merchant steamer which plied between Constantinople and the coast of Syria having occasionally called here in 1865, and also to some sailing vessels having entered this port for repairs in search of freight, &c.

It is to be regretted that there are no steamers putting this island in communication with Great Britain. The trade between that country and this quarter, which is now carried on through indirect lines, would no doubt increase by direct communication as it has been the case with France since the establishment of the Messageries Imperiales. The Isles of the Sporades, and the opposite coast of Anatolia, from the Gulf of Mandaliah to that of Adalia, would furnish important elements of trade, of which Rhodes, by its geographical position, is the natural centre.

Foreign.—The greater number of foreign vessels of large tonnage which enter the port of Rhodes call here for provisions, repairs, and commercial information, but seldom to perform any transaction.

The following Returns shows the state of foreign shipping in general during the last five years:—

Years.	Number of Vessels.	Tonnage.	Number of Crews.	Value.	
				Imports.	Exports.
1861	473	137,977	11,552	£ 159,610	£ 197,727
1862	396	137,969	11,335	132,979	60,833
1863	509	145,760	12,806	149,500	73,500
1864	433	153,272	12,371	137,000	74,500
1865	718	214,615	13,603	158,857	74,645

As the principal trade of this island is carried on by steamers, I show in the following separate Return for the same period, the amount of imports and exports, including also specie, by the different companies which call here regularly, with the exception of the Ottoman steamers, which, as is their wont, have only occasionally visited this island.

	Number of Steamers.	Tonnage.	Imports.	Exports.
<i>Austrian Lloyds Steamers—</i>				
1861	51	22,497	£ 69,744	£ 25,267
1862	48	25,997	81,688	38,620
1863	58	26,414	100,000	24,490
1864	53	28,076	54,338	33,152
1865	52	30,487	60,400	48,584
<i>French Messageries Imperiales—</i>				
1861	50	44,280	25,840	35,500
1862	52	47,780	40,700	26,000
1863	52	47,630	68,140	22,820
1864	54	58,050	38,850	22,600
1865	62	77,090	45,940	25,480
<i>Russian Steamers—</i>				
1861	51	37,546	22,833	16,830
1862	49	36,500	12,500	5,300
1863	45	39,400	12,000	15,000
1864	50	41,390	15,000	17,000
1865	43	40,990	18,000	17,500
<i>Turkish Steamers—</i>				
1861	31	10,990	1,236	1,020
1862	17	8,760	800	500
1863	19	9,500	2,000	600
1864	15	8,000	1,500	500
1865	11	6,500	1,000	400

The Messageries Imperiales which had begun in 1852 by visiting Rhodes once a fortnight, call since the end of 1864 every ten days, and I am told that they are going now to touch here weekly in consequence of their steamers having always full cargoes, and being very often obliged to refuse goods.

Egyptian steamers have called here on a trial and appointed agents; they intend to ply between Alexandria, Smyrna, and Constantinople, touching Rhodes on their way up and down.

I am informed that Italian steamers are soon to run on this line; their itinerary is not yet finally fixed.

Coasting.—No steam communication having as yet been established between Rhodes, the smaller islands and the coast of Anatolia, all the trade of importation, exportation, and transit is still carried on by small country boats forming the coasting shipping, as shown in the subjoined comparative Return for the last five years.

	Vessels.	Tonnage.	Crews.
1861	2,116	17,400	12,520
1862	2,162	33,208	9,149
1863	2,106	18,465	8,868
1864	2,155	14,534	8,624
1865	2,075	12,930	7,350

Sponge Fishing Boats.—The following Return shows the number of sponge fishing boats which have called here from 1861 to 1865.

			Boats.	Tonnage.	Crews.
1861	..	..	100	620	685
1862	..	..	69	380	490
1863	..	..	103	795	750
1864	..	..	90	550	630
1865	..	..	142	910	974

The number of boats engaged in 1865 in the sponge fishery on the coast of Rhodes has been nearly nill, in consequence of numerous sharks which caused many narrow escapes, and once a fatal accident to the divers. It is supposed that the bodies of persons dying at sea from cholera on their passage from Egypt have attracted these sharks as far as Rhodes. The increase in the number of boats which called here is owing to their having been obliged to perform quarantine on their return from places where cholera was raging.

Harbours.—The miserable condition of the harbours of this island has at last been taken into consideration by the Porte, which has decided to have them cleaned out and repaired. A dredging machine ordered some time ago to proceed from Constantinople to Rhodes, has not yet made its appearance. It is to be hoped, however, that it is the intention of the Porte to order besides, the execution of the additional works required for sheltering the harbours, without which the expense of cleaning out and repairing them would be useless.

Shipbuilding.—In consequence of the existing restriction to navigate the vessels built here under the Turkish flag, no ship has been put on the stocks, although two years have elapsed since the permission of ship-building has been granted. Boats of small tonnage are, however, built daily.

TRADE AND COMMERCE.

The trade of this island has increased in an astonishing proportion since the establishment of the different lines of steamers. As a criterion I shall cite the custom-house revenues, amounting now to 200,000 piastres (more than 1,800*l.*), while in 1850 they were farmed out for 25,000 piastres (about 225*l.*) This increase bears especially on transit trade, viz., on articles sent here from neighbouring places for shipment by steamers, or landed therefrom for re-exportation.

Exports.—This trade, in which articles the produce of Rhodes rank but for a trifling amount, can be divided into two heads; articles brought to Rhodes for re-exportation in Turkey, especially on the coast of Anatolia, and produce of this last country sent through Rhodes, or connected with merchants of this island. In the first there has been an increase, especially with respect to cotton manufactures and colonials, while in the second little change has taken place.

The following Return shows the total amount sent to each country of all articles, whether produce of Rhodes or of other countries, exported during the last five years.

Destination.	1861.	1862.	1863.	1864.	1865.
	£	£	£	£	£
Great Britain ..	37,166	42,083	28,750	38,600	47,636
France	57,500	36,875	26,417	29,840	54,636
Greece	917	9,750	317	280	400
Austria	18,042	7,583	34,250	28,250	22,636
Egypt	1,252	3,250	2,750	3,400	4,919
Turkey	54,479	47,708	57,416	65,860	44,418
Italy	..	..	8,500	8,170	..
Russia	..	584	..	100	..
Total ..	169,356	138,333	158,400	174,500	174,645

As will be observed from the following market prices of exports there is no sensible difference from those of preceding years.

Articles.	Foreign	English	Market Price.		
	Weights and Measures.	Weights and Measures.			
Apricots	Oke	2 $\frac{3}{4}$ lbs.	Piastres.	£	s. d.
Bark	Cantar	124 $\frac{1}{2}$ lbs.	5	0	0 10
Figs	Oke	2 $\frac{3}{4}$ lbs.	12	0	2 0
Fresh Fruit and Vegetables ..	..	..	8 $\frac{1}{2}$	0	0 5
Hides	..	..	1 to 1 $\frac{1}{2}$	2d. to 3d.	
Honey	..	..	8 to 40	1s. 4d. to 6s. 8d.	
Madder Roots	Cantar	124 $\frac{1}{2}$ lbs	6	0	1 0
Onions	..	..	270	2	5 0
Oranges and Lemons ..	1,000	1,000	18	0	3 0
Sesame Seed	Kilo	Bushel	75	0	12 6
Silk, raw	Oke	2 $\frac{3}{4}$ lbs.	42	0	7 0
.. thrown	..	..	360	3	0 0
Spirits	..	..	500	4	3 4
Valonea.. ..	Cantar	124 $\frac{1}{2}$ lbs.	6	0	1 0
Wax	Oke	2 $\frac{3}{4}$ lbs.	60	0	10 0
Wool	..	..	24	0	4 0
	..	..	6	0	1 0

Sponges.—At the beginning of the season sponges in general were sold at 10 per cent. more than in 1864, but shortly after fine sponges fell to the former prices, while common and coarse were not affected by this decrease. The only reason to be attributed to the fluctuation of price on fine sponges is less demand than on other qualities, or perhaps less competition in this quarter. Common and coarse sponges being principally imported to France several sponge merchants of that country send here annually agents to make their purchases direct from the divers, while not a single British merchant has as yet followed the same course for the purchase of fine sponges, which are chiefly forwarded to Great Britain. The higher prices paid by French merchants in these islands, in consequence of competition, are not only amply compensated by the difference between these prices and those of second hand purchases, but, being themselves on the spot, they can make a choice of the qualities best suited for their markets, thus deriving more profits thereby.

I give in the subjoined Return the average prices paid in 1865 for the different qualities of sponges.

Countries.	Average Prices per Oke.								
	Fine.			Common.			Coarse.		
	Piastres.	£	s. d.	Piastres.	£	s. d.	Piastres.	£	s. d.
Bengazi	230	1	8 4	130	1	1 8	40	0	6 8
Maudruha	320	2	3 4	160	1	6 8	70	0	11 8
Syria	..	..	..	..	..	..	..	..	..
Caramania	250	2	6 0	65	0	10 10	25	0	4 2
Cyprus	300	2	10 0	70	0	11 8	..	..	..
Crete	330	2	15 0	80	0	13 4	..	..	..
Rhodes	..	..	..	..	..	..	..	..	..
Other Islands ..	250	2	6 0	60	0	10 0	..	..	..
Greece	220	1	16 8	65	0	10 10	..	..	..

Many of the Bengazi sponges still remain unsold, on account of the high prices asked by the divers, but it is foreseen that they will be obliged to let them go at reduced rates. Nearly the whole of the sponges fished in other localities have been sold. Sponge fishery has been plentiful at Maudruha, where numerous boats, about one third more than usual, proceeded this year. With the exception of three Symi boats no other sponge fishing craft belonging to these islands remained on the coast of Syria, in consequence of a new tax of 18 per cent., custom dues and tithe, lately established on sponges fished in that locality. The boats which had sailed there proceeded to Caramania, which circumstance increased about one-third the number of those which originally intended to fish on that coast.

I show in the following Return the number of boats employed in the different sponge fishing spots, and the average value of sponges derived from each of them.

Fishing Spots.	Symi.		Calymnos and Leros.		Halki.		Castel Rosso.		Stampalia and Tekos.		Total.	
	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.
Bengazi ..	35	Piastres. 1,150,000	..	..	..	Piastres. ..	..	Piastres. ..	..	Piastres. ..	35	Piastres. 1,150,000
Mandruha..	65	2,200,000	90	2,500,000	1	30,000	..	..	..	..	156	4,730,000
Syria ..	3	60,000	..	..	..	..	..	..	..	..	3	60,000
Caramania..	70	1,550,000	65	1,400,000	..	..	22	550,000	..	..	157	3,500,000
Cyprus ..	10	200,000	15	300,000	..	..	..	..	..	..	25	500,000
Crète ..	15	300,000	..	..	56	1,100,000	..	..	..	..	71	1,400,000
Ottoman Archipelago	20	300,000	25	450,000	4	50,000	..	..	22	550,000	71	1,350,000
Greece ..	..	..	100	1,200,000	..	..	..	..	..	..	100	1,200,000
Total ..	218	5,760,000	295	5,850,000	61	1,180,000	22	550,000	22	550,000	618	13,890,000

Sponge fishing boats have been this year visited with unusual casualties. Eleven of them were wrecked on the coast of Barbary during a gale of wind on the 28th August last.

Imports.—Cotton manufactures and colonials have been imported to a larger amount than formerly. This augment is not owing to the wants of local consumption, but to the increase of the re-exportation of these articles to neighbouring places.

The amount of articles imported from each country during the last five years is shown in the following comparative Return.

Countries.	1861.	1862.	1863.	1864.	1865.
	£	£	£	£	£
Great Britain	3,350	1,850	2,833	2,400	8,724
France	6,042	6,425	13,492	15,320	18,184
Greece	2,417	1,350	3,417	680	5,760
Austria	667	..	..	1,350	327
Egypt	5,716	6,683	6,433	3,090	3,422
Turkey	116,233	116,979	122,942	110,600	118,854
Italy	..	667	1,767	2,360	2,245
Russia	..	875	983	1,200	1,341
Total	134,425	134,853	151,867	137,000	158,857

I subjoin the average market prices of the principal articles imported during the year 1865.

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Price.		
			Piastres	£	s. d.
Barley	Killo	Bushel	18	0	3 0
Butter	Oke	2½ lbs.	15	0	2 6
Caps	Each	Each	15	0	2 6
Chain Cables	Cantar	Cwt.	200	1	13 4
Charcoal	"	"	18	0	3 0
Cheese	Oke	2½ lbs.	9	0	1 6
Cinnamon	"	"	30	0	5 0
Cloths	Pick	¾ yards	24 to 48	4s. to 8s.	
Cloves	Oke	2½ lbs.	18	0	3 0
Coals	Ton	Ton	300	2	10 0
Cochineal	Oke	2½ lbs.	180	1	10 0
Coffee	"	"	12	0	2 0
Copper, manufactured..	"	"	30	0	5 0
Dyewood	"	"	6	0	1 0
Firewood	Cantar	Cwt.	4	0	0 8
Glass	Each	Each	1 to 6	2d. to 1s.	
Grey goods	Pick	¾ yards	1½ to 3	3d. to 6d.	
Indigo	Oke	2½ lbs.	180	1	10 0
Iron, English	Cantar	Cwt.	60	0	10 0
" Swedish	"	"	120	1	0 0
Leather from France ..	Oke	2½ lbs.	24	0	4 0
" " Syria	"	"	18	0	3 0
" " Scio	"	"	18	0	3 0
Linen	"	"	5	0	0 10
Madapolam	Pick	¾ yards	2 to 4	4d. to 8d.	
Muslin	Piece	Piece	25 to 30	4s. 2d. to 5s.	
Paper	Ream	Ream	18 to 30	3s. to 5s.	
Pepper	Oke	2½ lbs.	10	0	1 8

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Market Price.		
			Piastres.	£	s. d.
Pewter	Oke	2 $\frac{3}{4}$ lbs.	40	0	6 8
Pitch	Cantar	Cwt.	80	0	13 4
Planks	Each	Each	1 $\frac{1}{2}$ to 6	3d. to 1s.	
Printed Calicoes	Pick	$\frac{3}{4}$ yards	2 to 4	4d. to 8d.	
Pulse (beans, lentils)	Oke	2 $\frac{3}{4}$ lbs.	2	0	0 4
Rice	"	"	3 $\frac{1}{2}$	0	0 7
Rope, tarred	"	"	8	0	1 4
" untarred	"	"	6	0	1 0
Rum	"	"	5	0	0 10
Sail Cloth	Pick	$\frac{3}{4}$ yard	3 $\frac{1}{2}$ to 7	7d. to 1s. 2d.	
Salt Fish	Oke	2 $\frac{3}{4}$ lbs.	6 to 10	1s. to 1s. 8d.	
Small Shot	"	"	6	0	1 0
Soap	"	"	6	0	1 0
Spirits	"	"	6	0	1 0
Sugar	"	"	6	0	1 0
Sulphur	"	"	3	0	0 6
Storax Oil	"	"	3 $\frac{1}{2}$	0	0 7
Tin	Case	Case	018	1	10 0
Tobacco	Oke	2 $\frac{3}{4}$ lbs.	18 to 24	3s. to 4s.	
Tumbeki (for Narghila)	"	"	15 to 18	2s. 6d. to 3s.	
Twisted Cotton	"	"	42	0	7 0
Wheat	Killo	Bushel	36	0	6 0
Wine	Oke	2 $\frac{3}{4}$ lbs.	3	0	0 6
Woollen, manufactured	Pick	$\frac{3}{4}$ yard	3 to 15	6d. to 2s. 6d.	

Domestic Trade.—This branch of trade has never been very brisk at Rhodes, in consequence of the few wants of the native population, especially in the villages. Peasants live almost exclusively on the produce of the soil; those near the town alone use some articles of European manufacture for their garments, and are provided, although very scantily, with foreign articles considered by them of luxury, such as coffee, sugar, rice, &c.; in the more distant villages they all indiscriminately use cotton and woollen cloth spun by the women, while the men alone enjoy now and then a cup of coffee, which they take at the public coffee house, with which every village is provided.

The following Table shows the average market prices of provisions, the produce of Rhodes, during the year 1865.

Articles.	Turkish Weights and Measures.	English Weights and Measures.	Price.		
			Piastres	£	s. d.
Barley	Killo	Bushel	18	0	3 0
Beef	Oke	2 $\frac{3}{4}$ lbs.	4 $\frac{1}{2}$	0	0 9
Biscuit	Cantar	Cwt.	100	0	16 8
Bread	Oke	2 $\frac{3}{4}$ lbs.	1 $\frac{1}{2}$	0	0 3
Cheese	"	"	10	0	1 8
Ducks	Each	Each	9	0	1 6
Eggs	Dozen	Dozen	3	0	0 6
Flour	Oke	2 $\frac{3}{4}$ lbs.	2	0	0 4
Fowls	Each	Each	6	0	1 0
Fresh Fruit	Oke	2 $\frac{3}{4}$ lbs.	1 $\frac{1}{2}$	0	0 3
Fuel { Firewood	Cantar	Cwt.	4	0	0 8
Charcoal	Oke	2 $\frac{3}{4}$ lbs.	$\frac{1}{2}$	0	0 1
Geese	Each	Each	30	0	5 0

Articles.	Turkish Weights and Measures.	English Weights and Measures.	Price.		
			Piastres.	s.	d.
Honey	Oke	2 $\frac{3}{4}$ lbs.	6	1	0
Lard	"	"	4	0	8
Milk	"	"	2	0	4
Mutton	"	"	6	1	0
Olive Oil	"	"	9	1	6
Pork	"	"	4	0	8
Raki (Spirits)	"	"	6	1	0
Turkeys	Each	Each	40	6	8
Vegetables, fresh	Oke	2 $\frac{3}{4}$ lbs.	1 to 1 $\frac{1}{2}$	2d.	to 3d.
Wheat	Killo	Bushel	30	5	0
Wine	Oke	2 $\frac{3}{4}$ lbs.	3	0	6
Dried Fruit	"	"	3	0	6
Fresh Fish	"	"	6	1	0

Operation of Tariff, &c.—A tax of 20 per cent. had been established in 1859 on wine and spirits, the produce of Turkey, while wine and spirits imported from foreign countries are subject to no duty whatever. The tax of 20 per cent. has been subsequently reduced to only 10, but the establishment of this imposition is very detrimental to local trade inasmuch as the proximity of Rhodes with Greece and Samos (which island is also free from this tax) allows foreigners trading in these articles to import them, especially spirits, without fear of competition on the part of those engaged in the same trade at Rhodes. Besides, the valuation of spirits being at a higher rate than the actual price they pay in reality, 15 per cent. instead of 10. The consequence of this measure will be to enable producers to continue their trade, thus not only depriving Government of this revenue, but also Rhodes of its small trade in this article.

Bank, Moneys, &c.—The Imperial Ottoman Bank of Smyrna has an agent here, whose transactions, owing to the want of more important, are limited to furnish against cash bonds to the native traders who proceed to Smyrna or Constantinople to provide themselves with articles of European manufacture. There are no rates of exchange, the only bills negotiated here on London being those which this Vice-Consulate has occasion to draw, which are taken with a discount of from 2 to 3 per cent.

The value of the Turkish lira and that of the English sovereign has increased one piastre each without affecting, however, the course of the other coins in circulation.

AGRICULTURE.

General Information.—Rhodes has never so much suffered in all branches of agricultural produce as in the year 1865. Crops in general have yielded only one third of the usual produce. The prospects were, however, hopeful, in consequence of abundant rains; but strong gales of wind having succeeded immediately, a great number of the stems were entirely rooted, and the others so much shaken that their yield was very scanty. Moreover, nearly all the trees and plants suffer from a blight for which no remedy has hitherto been discovered.

The agricultural produce of this island for the year 1865 is given in the following Table.

Barley..	..	..	..	..	bushels	20,000
Bark ..	..	..	..	..	cwt.	2,000
Caroubs ..	..	..	..	..	"	500
Cheese ..	..	..	..	..	lbs.	55,000
Cotton ..	..	..	..	..	"	82,500
Dried Vegetables and Vetches	..	..	..	..	bushels	50,000
" Fruit ..	..	..	..	..	lbs.	197,500
Fresh Fruit ..	..	..	..	..	"	2,750,000
" Vegetables ..	..	..	..	..	"	2,750,000
Galls ..	..	..	..	..	"	275
Honey..	..	..	..	..	"	55,000
Madder Roots ..	..	..	..	..	"	2,750
Onions ..	..	..	..	..	cwt.	30,000
Oranges and Lemons ..	..	..	..	..	pieces	300,000
Spirits..	..	..	..	..	lbs.	275,000
Sesame Seed ..	..	..	..	..	bushels	200
Tobacco ..	..	..	..	..	lbs.	825,00
Valonea ..	..	..	..	..	cwt.	800
Wax ..	..	..	..	..	lbs.	1,987
Wheat ..	..	..	..	..	bushels	125,000
Wine ..	..	..	..	..	lbs.	550,000
Wool ..	..	..	..	..	"	8,250

Corn.—The scarcity of wheat was such that peasants were threatened with having no seed for sowing their fields. As foreign seed does not grow on the island, Government has been induced to take only half the quantity levied yearly from the peasants for victualling the Castle, amounting to about 8,000 killos.

In consequence of great demand in other quarters, wheat has increased here, and has obtained as much as 40 piastres per killo, and barley 22 piastres. Such high prices had not been seen since the war in the Crimea. They have fallen, however, a little in consequence of arrivals of corn, and it is to be hoped that when the supply gets larger they will decrease sensibly.

Olive Trees.—The yield of these trees has been so scanty that not only no oil has been produced, but the peasants have not gathered enough fruit for their provision, olives being one of their principal articles of food. Olive oil is now sold twice as much as in preceding years.

Cotton.—This produce, which had been on the increase during the last year, suffered as the other crops, and yielded hardly enough for the wants of local consumption.

Cocoons.—The hope of obtaining silkworms exempt from disease, which was entertained in consequence of the introduction of foreign seed, has been entirely frustrated. A poorer result has never been obtained. In the whole island not a single oke of cocoons has been produced, and it is to be feared that peasants must renounce this rich branch of industry. In consequence of this trial, I am induced to believe that the unknown blight which has attacked other trees has not spared mulberries, and that silkworm growers must look for a remedy for their plantations rather than try uselessly to ameliorate their worm seed.

Lemons, Oranges, &c.—In presence of the blight which seems to have attacked the fruit trees in general, such as apricots, figs, &c., it is satisfactory to have to report that lemon and orange trees begin to recover from the disease, as also do vines.

Flocks and Hives.—The same causes which have destroyed the greater part of the crops seem to have also affected the produce of flocks and hives. Sheep and goats being in an abnormal condition in consequence of the scarcity of pasturage, produced little cheese and bad wool: while the changes in the temperature destroyed many of the bees, whose produce has been only half that of the preceding years.

PUBLIC WORKS.

The lofty tower of St. Michael, situated at the entrance of the outer harbour, had been partly ruined by the earthquake of 1863 and so much shaken that it threatened to fall and choke up part of the entrance of this harbour. It has been pulled down by order of the Porte, and a battery mounted with seven rifle guns is to be built on its foundations.

GENERAL REMARKS.

I am sorry to have to state that the condition of the Island of Rhodes is far from being prosperous, and that it is daily growing worse and worse without any prospects of amelioration, unless Government interfere efficiently. In fact, the produce of the island is scarcely sufficient for the consumption of its inhabitants; native shipping is reduced almost to nothing; manufactures and industries are very limited; and only small profits are derived from exportation. The earthquake of 1863 produced great distress on the island, which has been aggravated this year by the miserable yield of agricultural produce. If exceptional good results are not obtained next year, it is to be feared that peasants will be reduced to utter destitution. As they derive no great profits from the produce of the land, they are obliged to borrow money at ruinous rates of interest to pay the Government taxes; and there are few of them who are not already indebted for sums comparatively important. Rhodans are naturally idle, and the numerous *festas* established by the Greek clergy in their own interest countenance their indolence. An improvement has taken place in the town with respect to *festas*, but in the villages, besides Sundays, they still keep about one hundred holidays, when they not only remain without working, but also spend in drink their small earnings. There are, therefore, two measures which might be adopted immediately and produce important benefit to this island; the abolition of the numerous minor *festas*, and the establishment of a country bank, where peasants might get the money they require at the legal rate of interest.

Rhodes, January 15, 1866.

UNITED STATES.

GALVESTON.

Report by Mr. Consul Lynn on the Trade of Galveston for the Year 1865.

SHIPPING AND NAVIGATION.

THE following Tables exhibit the nationality, number, tonnage, and crews of British and foreign ships entered and cleared at the custom house from the 1st of August to the 31st December in the year 1865.

Nationality.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British. . . .	22	3,668	174	4	1,572	58	26	5,240	232
American . . .	4	1,054	29	..	..	..	4	1,054	29
Mexico	8	266	37	2	57	11	10	323	48
France.	..	..	..	1	370	13	1	370	13
Hanover	1	659	15	..	..	..	1	659	15
Bremen	1	234	17	1	624	17	2	858	34
Holland	1	309	11	1	257	10	2	566	21
Norway	..	..	..	1	203	9	1	203	9
Sweden	..	..	..	1	306	12	1	306	12
Hamburgh . . .	1	299	11	..	..	..	1	299	11
Prussia.	..	..	..	1	189	8	1	189	8
Oldenburgh. . .	1	258	8	1	617	18	2	875	26
Total	39	6,747	302	13	4,195	156	52	10,942	458
Nationality.	CLEARED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
England	11	2,804	93	7	443	50	17	3,247	143
America	11	3,972	91	..	..	..	11	3,972	91
Oldenburgh. . .	2	875	26	..	..	..	2	875	26
France.	1	370	9	..	..	..	1	370	9
Mexico.	3	98	16	2	77	12	5	175	28
Total	28	8,119	235	9	520	62	36	8,639	297

Coasting Trade.—Ships engaged in the coasting trade were :—

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American (United States)	227	68,842	3,465	202	57,330	2,974

Invoice Value of Cargoes.—In consequence of the backward state of the accounts at the custom house, I have been unable to make a return of the invoice value of cargoes, although this Report has been delayed for the purpose.

Navigation.—The lighthouse on Bolivar Point, at the entrance of the harbour, was destroyed during the war, but a new one has been erected about five hundred yards east of where the old one was located. The construction is of wood, painted white, with an elevation of forty-four feet above the level of the sea, and can be seen in clear weather, in nine fathoms of water, a distance of about twelve miles. It bears from the outer buoy of the bar N.W. by N., a distance of five and a-half miles.

There is also an iron beacon, with a ball on it, painted red, twenty-five feet high, at the S.E. point of the north breaker at the entrance of the bar, and can be seen from six to eight miles off in fine clear weather. In running for this beacon the compass should bear from W.N.W. to N.N.W., and should not be approached nearer than six fathoms.

The average depth of water on the bar is twelve and a-half feet, being about a foot deeper than before the war, and vessels can cross it with safety drawing from eleven and a-half to twelve feet.

The above particulars have been furnished me by Captain H. Wilson, who has been a branch pilot on the bar for eighteen years.

TRADE AND COMMERCE.

Since the commencement of the war no reliable data of the amount of trade carried on in Texas can be given, and since it was under circumstances which cannot exist in time of peace, any statistics I might give would now be of very little practical value.

The port of Galveston was declared open to commerce by the proclamation of Mr. President Johnson the first week in July; but in the absence of Mr. Peebles, the Custom House Collector, no vessels were entered or cleared until on and after the 1st of August in the following month.

From this time business has probably been one hundred per cent. more than it was for any equal period before the war; there are, however, various causes why trade should be so much in excess to supply the deficiency occasioned by the protracted blockade. But apart from this there are unmistakable indications that it will rapidly increase from year to year.

This will mainly be attributed to emancipation, which is stimulating a greatly increased immigration; a large demand now exists for white labourers, these with their families will bring more or less of wealth with them, will be the producers of wealth, will soon be farmers, mechanics, &c., doing business on their own account, and will consequently need an extra amount of importations to meet their requirements.

Such an appearance of business activity, such a superfluity of money and all articles of trade, was never witnessed here to an equal extent. Prices have, hitherto, been exorbitantly high, but there are now indications of a change in the opposite extreme; the most intelligent business men consider a commercial crisis inevitable, although no one ventures to predict when it will take place.

Imports.

The chief imports consisted of ale, beer, and porter, bagging, cigars, coal, coffee, cotton goods, china and crockery, glass, hosiery, iron, lumber, linen goods, medicines, paper, rice, rope, salt, shoes and boots, sugar, and woollen goods.

The following Table exhibits the total value of imports, and the countries from which they were received.

Countries.			Imports.		
			\$	£	s. d.
Great Britain	..	..	18,931	2,878	6 1
Jamaica	..	..	388	80	3 3
Cuba	..	..	48,661	10,053	18 6
Mexico	..	..	166,715	34,445	4 11
Bremen	..	..	11,631	2,403	1 11
Total	..	..	241,326	49,860	14 10

In addition to the above an immense amount of merchandise has arrived from New Orleans and New York, of which no statistical returns, for the present, can be obtained.

Exports,

The exports consisted of cotton and flour.

The following Table shows the total quantities and values of exports, with the countries to which they were sent.

Countries.			Article.	Quantity.	Value.		
				lbs.	£	s.	d.
Great Britain	..	..	Cotton	8,999,215	557,802	11	8
France	..	..	Cotton	463,927	28,755	16	1½
Mexico	..	..	Flour	32,000	330	11	7
Total	..	..	..	9,495,142	586,888	19	4½

AMOUNT of Cotton shipped Coastwise from August 1st to December 31st in the Year 1865.

						Bales.
New Orleans	..	..	..	..	..	27,951
New York	..	..	..	..	..	27,246
Boston	..	..	..	..	..	1,766
Total	..	..	..	..	..	56,963

TOTAL Number of Bales of Cotton received at Galveston and other Texas ports, from the close of the War to December 31st, 1865.

						Bales.
Galveston	..	..	..	..	..	89,403
Other Texas Ports	..	..	..	..	..	10,529
Total	..	..	..	..	..	99,932

But, perhaps the most satisfactory exhibit of the commerce of Galveston and its increase before the war may be shown by the following tabular statement of exports for four years.

TABLE of Exports.

			1857.	1858.	1859.	1860.
			\$	\$	\$	\$
Coastwise	..	..	3,516,256	3,808,507	4,400,637	6,559,022
Foreign	..	..	1,218,364	2,700,682	4,264,370	6,314,150
Total	..	..	4,734,620	6,509,189	8,665,007	12,873,172

The imports have never been accurately reported; the above figures show clearly the gradual increase of foreign exports over those to the Northern ports. A great deal of the cotton lately shipped to New Orleans and New York would have been sent direct to Liverpool if there had been sufficient tonnage in the harbour. At this time the desire is much stronger in favour of the European market than before the war.

Galveston suffered much during the war, her trade was completely annihilated, the inhabitants were compelled to flee for refuge to the interior, the houses were occupied by a rough and undisciplined soldiery, and property of the most valuable description was often destroyed under the merest pretext of military necessity; but such is the importance of her commercial position, that since the close of the war her streets have daily been thronged with people, stores are letting at from five hundred to seven hundred pounds sterling per year which a twelvemonth since could have been purchased at mere nominal figures. With such an immense interior to supply Galveston bids fair, at no distant day, to be the second city in the Gulf.

AGRICULTURE.

There are in Texas about one hundred and fifty organized counties, and under the law every county is required to contain, at least, nine hundred square miles; many possess a much greater area.

There is also a large extent of territory beyond the present settlement not yet divided into counties; of this vast region, embracing 75,595,560 acres, a large portion, especially that on the western frontier, is probably unsuited to cultivation, although it furnishes almost unbounded pasturage for sheep and cattle.

All that portion of the State bordering on the Gulf, except that lying west of the Nueces River, and extending some 150 miles into the country, is admirably adapted to cotton and corn, which have been the main products, although rye, oats, and other small grain can be successfully raised when cultivated.

Rice and tobacco are also produced in many places, but the people have heretofore been content to confine themselves chiefly to cotton and corn (Indian), because the former sells ready for cash, with which they can purchase all they require, while the latter provides food for their families and negroes, also for their horses, oxen, and mules, and enables them to fatten their hogs.

Indeed, corn is the most universal dependence of the people for home support, and it is raised with very little labour, one hand with a horse and plough being able to cultivate about twenty or twenty-five acres, yielding from thirty to sixty bushels to the acre.

Further to the north we enter the wheat counties, where wheat and corn are the chief products; but as, in the absence of railroads, corn cannot bear the cost of much transportation, very few raise more than is needed for their own consumption. And even wheat and flour cost almost as much in transit to the lower or coast counties by wagons (the only means of conveyance at present) as from St. Louis and Cincinnati, a distance of 1,500 or 2,000 miles. Hence the coast counties are supplied chiefly from the Western States, although the wheat region of Texas is believed by many to be equal to any in the world, producing from twenty to thirty bushels to the acre, weighing on an average from sixty to seventy pounds to the bushel.

This wheat also matures six weeks earlier than in the Western States, and with the assistance of railroads, the flour made from it could be exported to New Orleans and other markets much earlier than from

any other port in the United States. The total amount of wheat raised during the past four years is estimated at about 3,500,000 bushels.

During the period of the war the amount of the crops, generally, has been greatly reduced, from the absence of so many of the inhabitants in the army.

The average cotton crop of the State before the war was about 300,000 bales, nearly half of which was shipped from Galveston and one or two smaller ports, the balance by way of Red River to New Orleans; thus far, but a very small portion of the cotton region has been cultivated. The average product to the acre is about one bale of 500 pounds, and one hand produces from five to eight or ten bales, and when the crop grown is large more help is required to pick it than to cultivate the ground. An idea may be formed of the almost inexhaustible cotton-producing resources of Texas, by the fact that the Brazos valley alone is estimated to contain some four or five millions of acres, every acre of which will produce a bale of cotton if brought under proper cultivation. At this time the agricultural interests of Texas are believed to be in great peril, in consequence of the emancipation of the negroes.

A great effort is now being made to secure their labour by contracts, some planters have agreed to allow their negroes one-fourth, others one-third of their crops, in addition to furnishing them with medical attendance, clothing, and provisions as an inducement for them to perform their duties cheerfully and faithfully; but the most intelligent have but little confidence that they can any longer depend on this class to cultivate their lands. Planters now look to the immigration of white labourers from the different countries of Europe as their only safe dependence; in most of the Southern States attempts are being made to obtain such labour, and an agency has been established here representing a company in New York organized for this purpose. A few planters are introducing white labourers for their own plantations by their own unaided efforts, several hundreds, as I learn, have already been brought to the State in this way.

As nearly as I can ascertain, the amount of land that will this year be cultivated in cottons will be not more than half as much as before the war, and it is not considered that the present free negro contracts will be so effective as former slave labour.

There will, however, be much more cotton raised by white labour than during any previous year, as the high prices now being realized for this article will stimulate all to the greatest exertions. No reliable calculation can be made as to the result, but according to the statement of those best qualified to give an opinion, the cotton crop of this State for the ensuing year will not exceed 200,000 bales, and may probably fall far short of this, especially if the season is unfavourable.

The sugar cane grows in great luxuriance throughout the valley of the Brazos, and a large portion of the sugar which is made from it is equal to the best Louisiana. In the absence of reliable statistics, it may be safely assumed that the average quantity both of sugar and molasses manufactured during the past four years, has been from 7,000 to 8,000 hogsheads of sugar, and from 25,000 to 30,000 barrels of molasses.

RAILROADS.

The railroads of Texas are as yet few in number, and of small extent compared with the vast area of the State.

Their construction was progressing with considerable despatch prior to the breaking out of the war, but since no progress has been made with any of them.

They are the following :—

1st. The Texas Central Railroad, extending from Houston to Millican, a distance of about ninety miles. On this there is a daily train between these extreme points.

2nd. The Galveston, Houston, and Henderson Railroad, between Galveston and Houston, and connecting with the Central, a distance of fifty miles. Over this line there is also a daily train.

3rd. The Buffalo Bayou, Brazos, and Colorado Road, lying between Harrisburg (some five or six miles below Houston, on Buffalo Bayou) to Alleyton, on the Colorado River, a distance of seventy-five miles. Over this there is also a daily train.

4th. The Texas and New Orleans Railroad, between Houston and Beaumont, a small town on the Nueces River, a distance of about sixty-five miles. Over this the train runs two or three times a week.

5th. The San Antonio and Mexican Gulf Railroad from Lavaca, a western port, to Victoria, a distance of thirty miles.

6th. The Southern Pacific Railroad, extending from Shreveport on Red River to Marshall, a distance of thirty or forty miles. I am not advised what business is now being done on this road.

7th. The Eastern Texas Railroad, from Sabine Pass to Beaumont, in connection with the Texas and New Orleans Railroad. This road was never fully completed, and has been but little used; it is said that it will soon be put in order so as to complete the connection between Houston and Sabine Pass.

8th. Since the close of the war the United States Government have constructed a road a portion of the distance from Brownsville to the coast, for the purpose of facilitating the transportation of munitions of war.

The first of the above roads was chartered to be extended to Red River, and the company propose to prosecute the enterprise vigorously. Consultations have been held with the Pacific Railroad Company at St. Louis with a view to connect the two roads, and an application will be made to the United States Government to aid the undertaking by laying the road through the Indian territory, a distance of about two hundred miles. There is said to be a fair prospect that this object will be accomplished, when St. Louis and Galveston will be connected; the distance between the two places is about 700 miles.

This road will render Galveston the entrepôt for a vast commerce from St. Louis, and an immense region to the west, which is daily becoming more thickly inhabited.

The second road above named was intended to pass through Houston to Henderson, in Eastern Texas, but under this charter there is not much probability that it will reach beyond the former place. Another road has been commenced, which will unite Houston and Tyler in Eastern Texas, and this will no doubt be completed as soon as peace is once more restored, and the State is permitted to enjoy its civil government.

The third road referred to was the first constructed in the State, and it is prospectively intended to continue it to Austin, the seat of the State Government upon the Colorado River, and some twenty miles have been graded in that direction.

The fourth road was projected with a view to connect this port and Houston with New Orleans, by uniting the Opelousas Railroad, now in operation, a distance of eighty miles from New Orleans in this direction; great exertions will be made to carry out this object. The whole distance is 350 or 400 miles, of which the two roads already constructed make together 150 miles.

The fifth was meant to connect San Antonio with the Gulf of Lavaca or Indianola.

The sixth contemplates nothing less than to traverse the country between the Mississippi and the Pacific by a southern route, a large portion of which lies through this State. But there is no immediate possibility of the completion of this gigantic enterprise unless the Government undertakes it, and this it may do, as it is admitted to be by far the best route for a railroad to the Pacific.

The seventh was designed to proceed directly northward into Northern Texas, making Sabine Pass the entrepôt for the products of some thirty or forty counties; but I hear of no attempts being made to realize this object.

Besides the railroads already enumerated, there are the Washington County Railroad, connecting the town of Brenham with the Central Railroad, fifteen miles long, and the Houston Tap and Brazoria Railroad, between Houston and Columbia in Brazoria County, a distance of thirty-five or forty miles, intersecting the Buffalo Bayou, Brazos, and Colorado Railroad.

This State has not the necessary capital to construct railroads, although they cost less than in any other country I know of. The expense of those already built has been from 12,000 to 20,000 dollars per mile. The various charters limit the respective companies to five cents per mile for passengers.

As Texas is greatly deficient in navigable rivers, the prosperity of the State depends, in a great degree, on the impetus given to its various railroads. By improving the internal communication of the country, and lessening the cost of transportation, an immense amount of wealth could be speedily poured into the lap of commerce, and the wings of industry would be set in motion throughout the land.

Stock Raising.—Texas offers superior advantages to any other State in the Union for raising stock.

Its pasturage, the finest in the world, with the mesquite, and other indigenous grasses of the best kind and most luxuriant growth, is illimitable, and it is impossible to set bounds to the number of cattle which Texas can produce. The stock range is common to all, and the cattle require no other attention than herding, summer or winter, and the annual branding of calves; this is generally performed by the people of each neighbourhood, whose stock usually herd together. They mount their horses early in the spring, and proceed through the surrounding country until they find their cattle and young calves, when they drive them to pens prepared for the purpose, where the process of branding takes place. This operation is gone through once and sometimes twice a-year. The increase of stock (except in some instances of loss by severe winters) is from 25 to 40 per cent. The total amount of stock in Texas, in 1861, the first year of the war, was between six and seven millions, according to the census return made by the assessor and collector of the State Government; but that number scarcely constitutes a tithe of the stock the State is capable of producing.

The average value of these cattle, at three or four years of age and upwards, is ten dollars per head, when delivered on the farm; when sent to this market they realize from 15 to 18 dollars per head, and when driven or shipped to New Orleans they are sold at 25 or 30 dollars per head. It can readily be inferred from this that stock raising is a source of large revenue, and can be increased almost indefinitely, provided there is an accessible market. Efforts have recently been made to make Havana a cattle market for the State, but I am not able to say with what success.

Steamers should be built expressly for the purpose of shipping cattle,

in order to avoid the great loss that often occurs when they are crowded on the lower deck of passenger vessels. This trade will soon be properly conducted and constitute a source of great income to the State. No business can well be more profitable, as there is no expense attending it, except the occasional herding and branding.

Sheep Raising.—This branch is now carried on to a considerable extent in some portions of the State, the climate being well adapted for the purpose; as the wool is of more importance than the carcass, such sheep are chiefly sought for as will produce the former article in the largest quantity. The great variety of merinos is now held in the highest demand, and appears to answer the expectations of the importer to a greater degree than any other. Great attention is now being paid to the business of sheep husbandry, which will, on a future occasion, form the subject for an interesting paper.

Population and Immigration.—The population of Texas, including white and black, is generally believed to be about 1,000,000; but this is merely conjectural, the estimate cannot be accurately given until a census is taken. Prior to the war the inhabitants of this State, including negroes, numbered about 650,000; but during the war a great many planters and others came to Texas for refuge, with their families and negroes, to escape the devastating armies that invaded the neighbouring States, but had never succeeded in penetrating into Texas. A heavy immigration is now taking place, consisting chiefly of Northern men, many of whom came with the idea of aggrandizing their wealth by trade and speculation, others with the intention of making it their permanent residence; some have also arrived from different parts of Europe. Companies have lately been organized to introduce white labourers, as intelligent men consider little reliance can be placed on the amount of labour that will be performed by the negro.

It is generally conceded that as regards population Texas will eventually carry the palm over the Southern States, as she covers an area three or more times greater than any other, possesses the best facilities for stock raising, and has an unequalled soil for the cultivation of corn, cotton, rice, tobacco, &c.

Industry.—The people of this State were compelled, by the necessities of the late war, to follow many pursuits to which before they were utter strangers; but that which most deserves attention is the spirit of enterprise it has engendered among some to invest a portion of their capital in the establishment of factories for the manufacture of wool and cotton.

Besides the cotton and wool manufactory of the Penitentiary at Huntsville, belonging to the State, and operated entirely by convict labour, there are in various parts of the State some ten other factories belonging to private manufacturing companies, all of which have more orders for goods and fabrics than they can fill, and in some instances are realizing fifty per cent. net profit annually on their investments.

The demand is chiefly for work to supply the hand looms, which have been introduced into all parts of the State and in nearly every household, in consequence of the blockade of our ports, which cut the people off from the foreign market on which they had previously, in a measure, depended.

Though the ports are now open, thousands in the interior continue to wear the coarse fabrics manufactured in the State; this arises partly from the fact that they have neither money nor products with which, as formerly, to purchase their supplies, also to escape the heavy tax placed on foreign imports. But as they cannot well spin the work by hand, they obtain it from the factories, which are kept so constantly at work to

supply the demand, that they have but little opportunity to employ their looms.

The large profits that have been made by these factories are stimulating fresh enterprises of the same kind, and almost every month reveals the organization of some new manufacturing company. Nearly all of these factories are worked by steam, but some, especially that at Waco, have excellent water power.

The great saving in the cost of the raw material, both of cotton and wool, and of transportation, will probably enable manufactories to be carried on profitably even under a reduced system of duties.

It is therefore the general opinion that a great revolution is now taking place in the industrial pursuits of the State, and of the whole South; that henceforth the production of raw cotton will, to some extent, decline, while mechanical and manufacturing industry will steadily increase.

Galveston, February 20, 1866.

SOUTH CAROLINA.

Report by Mr. Consul Walker on the Trade and Commerce of South Carolina for the Year 1865.

THE general remarks descriptive of the government and climate of this State in the Report to be found at page 607 of the "Abstract of Reports" for the years 1857, 1858, and 1859, No. 7, need no alteration.

The war which broke out in 1861 interrupted all legitimate commerce between the State and other countries up to the 1st July, 1865. At that date about one-half the population of the State, which had been previously held in a state of slavery, were found freemen.

Their emancipation was effected suddenly; and as soon as it was announced, they generally left their employment, and abandoned themselves to idleness.

With the cessation of hostilities, merchandise from the northern ports of the United States immediately made its appearance at Charleston. The ports were not open to foreign commerce until 1st July, 1865; and no record of the imports and exports has been made public, except for the quarter ending the 31st December, 1865.

SHIPPING AND NAVIGATION.

From the archives of the British Consulate at Charleston, and from authorized publications, the following returns have been prepared, viz.,

No. 1.—RETURN of British Shipping at the Port of Charleston in the Year 1865.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargo.
With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
21	3	24	6,477	323	6,800	243	£ 56,429
CLEARED.							
10	3	13	2,862	691	3,553	117	241,000

Indirect or Carrying Trade in British vessels from and to other Countries, None.

No. 2.—RETURN of British and Foreign Shipping at the Port of Charleston in 1865.

Nationality of Vessels.	ENTERED.						Value of Cargoes.
	With Cargo.			In Ballast.			
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
Great Britain ..	21	6,477	224	3	323	19	£ 56,429
Bremen ..	..	..	..	1	400	15	15
Spain ..	3	737	38	4	870	53	25,000
Norway ..	1	508	16	..	..	..	2,000
United States of America	6	1,594	57	..	..	..	10,000
Total ..	31	9,316	335	8	1,583	87	93,429
Nationality of Vessels.	CLEARED.						Value of Cargoes.
	With Cargo.			In Ballast.			
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
Great Britain ..	21	6,099	218	3	701	25	241,000
Bremen ..	1	400	15	..	..	1	15
Spain ..	3	603	38	..	..	3	25,000
Norway ..	..	..	..	1	508	16	5,000
United States of America	6	1,594	57	..	..	6	..
Total ..	31	8,696	328	4	1,209	41	40,000
							311,000

No. 3.—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Charleston in the Year 1865.

Nationality.	ENTERED.					
	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United States of America	6	1,594	..	..	6	1,594
Bremen	1	400	..	..	1	400
Spain	7	1,607	..	..	7	1,607
Norway	1	508	..	..	1	508
Total	15	4,109	..	..	15	4,109
Nationality.	CLEARED.					
	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United States of America	6	1,594	..	..	6	1,594
Bremen	1	400	..	..	1	400
Spain	3	603	..	..	3	603
Norway	1	508	..	..	1	508
Total	11	3,105	..	..	11	3,105

No. 4.—RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Charleston in the Year 1865.

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Of the Nation of the Port, viz. :—				
United States of America				
Sailing	100	23,428	100	23,428
Steam	97	57,448	97	57,448
Total	197	80,876	197	80,876

During the war changes have occurred which it is presumed have rendered valueless the instructions previously made public for entering the port of Charleston from the sea. The lighthouse has been destroyed, and beacons have been removed; and, moreover, a fleet of vessels, laden with stone, were sunk, with a view of preventing future access and egress to and from the harbour. The lighthouse has not yet been re-established, and the lights and beacons now in use do not correspond in all respects with those that had been made use of before the occurrence of the late disturbances.

The channels through the sand bar which encircles the entrance to the harbour have also undergone change; and one called "Pumpkin Hill" Channel, probably owing to obstructions placed in other channels, has become deeper than any of those it has superseded. This is now the main channel, and it has admitted a draught of $16\frac{1}{2}$ feet, and it is said at spring tides to be 19 feet in depth.

Vessels, however, that draw so much water are subject to much detention, owing to the uncertainty of meeting calm weather in combination with deep water.

Applications have been made to the authorities for sailing directions for entering the port, in order that the proper bearings of the re-established lights and beacons might be placed in the hands of British ship-masters; but although such information has been promised, it is regretted that it has not yet been furnished.

The pilots now serving at the port of Charleston, thirty in number, are all licensed by the "City Council of Charleston" (the corporate name given to the Mayor and Aldermen of the city by its charter, by which they may sue and be sued), to whom they have entered into bond, with sureties for the faithful and skilful performance of their pilotage duties.

The following Table shows the fees for pilotage as established by law in the year 1859, and those also which, since the war, have been collected under the authority of the military.

For a Vessel requiring—		Imposed by Law.	Imposed by Military Authority.
		\$ cts.	\$ cts.
6 feet of water or under	..	10 00	15 00
7 "	" "	11 00	16 50
8 "	" "	12 00	18 00
9 "	" "	14 00	21 00
10 "	" "	19 00	28 50
11 "	" "	22 00	33 00
12 "	" "	26 50	39 75
12½ "	" "	29 50	44 25
13 "	" "	30 50	45 75
13½ "	" "	33 00	49 50
14 "	" "	36 00	54 00
14½ "	" "	41 00	61 50
15 "	" "	44 00	66 00
15½ "	" "	46 00	69 00
16 "	" "	56 00	84 00
16½ "	" "	68 00	102 00
17 "	" "	80 00	120 00
17½ "	" "	100 00	..
18 "	" "	125 00	..

But a Committee of Council is charged with the examination of this matter, and it is thought that, owing to the inflation of the currency, the foregoing rates may be still further increased.

There is also at the port of Charleston a Board of Port Wardens, consisting of five persons, commissioned by the City Council, pursuant to an Act of the legislature of the State, whose duty it is to examine and survey all vessels arriving at the port of Charleston in distress or leaky, and "to advise and recommend such measures as they may deem best suited to promote the interest of all concerned." And insurers invariably expect a strict compliance with the recommendations of this Board.

The City Council also elect a harbour-master, whose duty it is to require from all ship-masters a due observance of the Port Regulations. viz.,—

"Masters of vessels, as well as others therein concerned, are required to make themselves properly acquainted with, and in all cases to act in due conformity with, the following Port Regulations:—

"Every vessel, previous to her hauling into dock, must have her yards properly topped, and booms, &c., rigged in. See 4th and 7th Regulations.

"The following ordinance, amending the Port Regulations respecting

vessels' jib-booms, was passed and ratified in City Council, February 11th, 1851.

" 'Be it ordained by the Mayor and Aldermen of Charleston, in City Council assembled, and by the authority of the same, that the 4th Regulation, as contained in the 1st section of an ordinance entitled "An Ordinance to establish Regulations for the Port of Charleston, defining the duties of the Harbour-master, and concerning Passengers in Vessels arriving at the said Port," and ratified the second day of September, 1840, be, and the same is hereby altered and amended, so that the Harbour-master and his assistant shall be authorised to use their discretion in allowing the jib-booms of vessels hauled into any dock or wharf to remain rigged out, where, in their judgment, no other vessel will be prejudiced thereby.'

"Every ship, vessel, and steamer lying within any part of the port and harbour, excepting such as are in the docks or at the wharves, must have a good light placed conspicuously amidships, and twenty feet above the deck of the vessel, to be kept burning from dark until daylight. Penalty, 25 dollars for every offence or neglect of the same.

"1. No vessel, whether inward or outward bound, shall remain at single anchor within one mile of the city for a longer period than 24 hours, and must then be at least 50 fathoms from the head of the nearest wharf when she swings in next the same.

"2. At the expiration of 24 hours after anchoring, every vessel lying in the stream between Fitzsimons' and Southern wharves, must be removed, unless coming immediately into dock, and moored in a direction north-eastwardly from Fitzsimons' Wharf or south-eastwardly from Southern Wharf; and must at no time be at a less distance than 100 fathoms from the head of the nearest wharf when she swings in next the city.

"3. No vessel shall run into dock under sail, but must take in sail at a proper time, and warp gradually into dock, unless in want of anchors and cables, or leaking badly; and every vessel causing damage by running from a dock or end of a wharf under sail is liable for the same, besides the penalty.

"4. No vessel shall be hauled to any wharf or into any dock until her yards are topped as high as practicable—her jib and flying jib-booms rigged in as far as the rigging will admit—and the spritsail-yard, maringale, spanker-boom, studdingsail booms, bumpkins, and stern and quarter davits, all properly taken in; and all of which are to be kept so placed or rigged in as not to interfere with other vessels passing alongside or athwart the bows or stern of such vessels whilst she occupies a berth at any wharf or in any dock. And such of the anchors as might interfere with vessels hauling past, or while lying in their berths, to be taken on board, or so placed as to be out of the way.

"5. Every vessel hauling past, or lying alongside and made fast to another vessel, shall put out in a proper manner good and sufficient fenders, and keep the same so placed as to prevent injury to the vessel she shall be alongside of, and shall likewise so place and keep her moorings as to prevent injury to the said vessel. And if discharging or taking in a cargo athwart another vessel's deck, she must also keep her plank or staging so fixed as not to cause injury.

"6. Every vessel must lay with her head up the dock; and those in the first or easternmost berths must haul far enough to bring their sterns past the end of the wharf, unless prevented from lying so by the form or situation of the wharf or dock, or by the position of the other vessels near them.

"7. Every vessel lying at the north side of a wharf, or at the end of

a wharf, with her head to the northward, must have her yards topped by the starboard lifts; and shall top by the larboard lifts when lying at the south side of a wharf, or at the end of a wharf, with her head to the southward.

"8. No vessel shall take or keep such a position in or near any dock as to prevent other vessels from getting in or out of the same.

"9. No fast or line shall be kept or run athwart any of the docks, unless for the purpose of immediately warping past, or in and out of the same.

"10. No vessel shall be permitted to load or unload in any part of the river opposite to or within a mile of the eastern part of the city.

"11. Every vessel in ballast waiting for freight or light, or occasionally taking in, discharging, or retailing a cargo at any wharf, shall give the inside berth to a loaded vessel that wants to discharge forthwith; and every such vessel shall likewise give the inside berth to a vessel that wants to take on board her cargo immediately.

"12. Any vessel taking in a cargo at any wharf shall give the inside berth to a loaded vessel, if at the time of application for such berth there be no other vacant or equally suitable berth for such loaded vessel, either at the same wharf or at the next adjoining wharves.

"13. No vessel shall be allowed to hold an inside berth to load more than one week, if under 100 tons; eleven days, if from 100 to 200 tons; and fifteen days, if from 200 to 300 tons or upward. And no vessel shall retain her berth more than twenty-four hours after her hold is stowed.

"14. No loaded vessel, from 200 tons and upward, shall be allowed more than fifteen days for the discharge of her cargo; ten days, if under 200 tons; and five days, if under 100 tons.

"15. No pitch, tar, turpentine, or other combustible article, shall be boiled on any wharf, or on board of any vessel; but for such boiling, a tub of sand or earth must be put into a boat, and the same anchored in the stream, clear of the shipping.

"16. No vessel, while lying in a dock, shall be smoked for the purpose of destroying rats, but must first be hauled to the head of a wharf, or in the stream, and kept constantly afloat, so as to be easily removed in case of taking fire.

"17. Every vessel must always have on board a ship-keeper or other person capable to take charge of her.

"18. No vessel shall be graved at any wharf, or in any of the docks where vessels load or discharge, but, for such repairs or graving, must go to a ship-carpenter's wharf, or on the hards.

"19. No ballast, stone, dirt, or rubbish, shall be thrown from any vessel into the docks or stream; and every vessel landing or taking in ballast, must use proper means to prevent any part of the same from falling into the dock. And all vessels landing ballast on a wharf must keep a clear passage-way alongside the vessel, and so place the ballast as to prevent its sliding into the dock. The posts to which vessels make fast must likewise be kept clear of ballast or other obstruction.

"20. All vessels lying at the end of Hamilton and Co.'s north wharf, (now Adger's), and at the end of Magwood's (now Atlantic), Provost's and Fitzsimons' wharves, shall lay their heads to the northward; and all vessels at the ends of the other wharves shall lay their heads to the southward, except when the harbour-master directs otherwise.

"21. No vessel lying at a wharf or in a dock shall be allowed to keep her sails loose in windy or threatening weather, so as to endanger her own safety or the safety of the other vessels near her.

"22. No vessel shall take or keep a berth at any wharf or in any

dock contrary to the harbour-master's directions; he being vested with full power and authority to regulate and fix the berths of all vessels.

"Penalties.—20 dollars, with costs, for the first offence, or first day, and 50 dollars, with costs, for every subsequent day on which the master, commander, or owner of a vessel, refuses or neglects to comply with any of the foregoing regulations, or any part thereof, are the penalties, and all for the use of the city; besides being liable for all expenses and damages caused by such refusal or neglect.

"No vessel arriving with gunpowder on board shall haul to any wharf, or lay nearer than 100 fathoms to any wharf, until the same shall be put into a lighter and sent to the magazine. Penalty, 100 dollars.

"No naval stores, hay, or blades, shall remain after sundown upon any wharf in the city; nor shall any of the said articles be landed in such quantities as may interfere with the other business of the wharf. Penalty, 20 dollars, to be paid by the offending party.

"No vessel shall make fast any rope or chain to any part of the public works on East or South Bay-streets. Penalty, 20 dollars.

"All vessels having two decks, lying in the port of Charleston at any time between the first day of June and the first day of November, shall be compelled to have at least one wind-sail extending to the lower hold of every such vessel, and shall be compelled to admit a certain quantity of water into her hold, and to have the same pumped out twice in every week. Penalty, 10 dollars for every neglect.

"In case of any dispute or difference of opinion arising between or amongst masters of vessels, or others concerned, under the foregoing Harbour Regulations, the same shall be settled by the arbitration of the harbour-master, on the application to him of those interested; and for which service each of the parties shall pay him the sum of 2 dollars 50 cents.

"No guns shall be fired on the wharves or in the docks; and not to fire any piece of ordnance within the distance of 400 yards of the wharves, and to direct their fire from city. Penalty, 10 dollars for every offence.

"No master of a vessel shall suffer any dog or dogs to go ashore on any wharf, or to any part of the city, unless secured by a sufficient rope or chain, and held by the person accompanying the dog, so as to prevent the same from biting any person. * Penalty, from 10 to 20 dollars, besides costs, and the dog liable to be killed by any person.

"Every pilot, before leaving any vessel which he shall have brought into this port, shall give the master or commander thereof timely notice of the duties required of him in the Port Regulations respecting the proper anchoring or mooring of his vessel if remaining in the stream; the proper topping of the yards and rigging of the booms if coming into dock; also of the law in relation to gunpowder on board his vessel, and the reporting of his vessel, the name of his pilot, and the names of his passengers, at the harbour-master's office, immediately after his arrival, or immediately after the report or entry of his vessel at the custom-house.

"And it shall also be the duty of every pilot bringing a vessel into this port, as aforesaid, and before leaving her, to furnish or cause to be furnished to the master or commander of such vessel his name in writing, and the name of the street, and number of his residence; also the name and number of the pilot boat to which he is then attached. Penalty, 20 dollars for every neglect of this regulation.

"The harbour-master is authorised by law to cause the captain or other person having charge of any vessel, whenever he may think it conducive to the safety of the vessel herself, the wharf to which she may be made fast, or the vessels in the neighbourhood, to run out into the stream

sufficient anchors and cables, to such distance and in such position as he may direct.

“To cause the whole, or such part as in his opinion may be necessary, of the shipping occupying the outer or easternmost berths in the different docks to be moored with their bows to the eastward, and with a bower anchor out, distant from 30 to 35 fathoms from the end of the wharf, from the first day of August to the first day of November, or for a less period, should the said harbour-master deem the same conducive to the public convenience.

“To remove any vessel or vessels moored to the ends of the wharves, or on either side of a dock, or lying in any part of a dock, which may be necessary, in his opinion, to expedite and render more safe and convenient the entrance or departure of any other vessel or vessels hauling at the time in or out of the said dock.

“To cut the fast or fasts of any vessel, or cause the same to be cut or cast loose, when the captain or person in charge of such vessel refuses or neglects to slack her fasts, and to remove his vessel, for the proper accommodation of another vessel passing into or out of her berth; or who shall refuse to give up the inside berth, or to remove and moor his vessel in conformity with the foregoing Regulations, or with the orders of the said harbour-master.

“To order any empty or idle vessel or vessels that encumber the docks into the stream, and to be there moored as the law requires, or as he shall direct. Penalty, 100 dollars for any refusal or neglect, besides being liable for all expenses and damages caused by such refusal or neglect.

“To determine also how far and in what instances it is the duty of masters and others having charge of ships and vessels to accommodate each other in their respective berths and situations.

“And any master or other person having charge of any ship or vessel who shall refuse or neglect to obey the directions of the harbour-master or his assistant in any matter or matters within his or their authority, or shall molest, resist, or oppose the harbour-master or his assistant in the execution of any of the duties of his or their office, such master or other person having charge of any ship or vessel, or other person whatsoever, shall, for every such offence, forfeit and pay the sum of 100 dollars, for the use of the city.

“*Passengers.*—Every master or commander of a vessel, excepting vessels trading within the limits of the State, is required by law to repair to the harbour-master's office immediately after his arrival or after his entry at the custom-house, and there report the name, tonnage, and description of his vessel, according to the register, the nation to which she belongs, and the name of the pilot that brought her into port, and the number of his boat; and shall also at the same time, or within twenty-four hours thereafter, report in writing, under oath, to be subscribed by himself, the Christian and surnames of all his passengers; also the places of birth, ages, occupations, to whom they owe allegiance, and last place of residence of all such passengers. And if any master or commander of any such vessel shall neglect to repair to the harbour-master's office, or refuse or neglect to deliver to the harbour-master the said report within the time above limited, or shall omit therein the name or other description, as hereinbefore required, of any of his passengers, he shall for each and every such offence, pay to the use of the city a sum not exceeding 50 dollars. And the master or commander of every vessel having passengers to report as aforesaid, shall, in every case, distinguish correctly in his report between all such as are properly cabin passengers and such as are steerage or deck passengers; and at the time of reporting the same, shall enter into a bond or bonds, as required by law, to in-

demnify and save harmless the City Council of Charleston from every expense and charge which shall or may be incurred by them for the maintenance and support of any such passenger, in case such person should, at any time within two years from the date of said bond, become chargeable to the city. Penalty for refusing or neglecting to give such bond or bonds within three days after the arrival of such vessel is 50 dollars for each passenger landed within the city or district of Charleston not being either a citizen of the State or a resident of the city.

"In lieu of taking bonds as aforesaid, the harbour-master is authorized by law to commute for all passengers, children included, so brought into the port and landed within the city or district of Charleston, who shall not at the time be either citizens of the State or residents of the city.

"Smoking of cigars or pipes is prohibited by law on all the wharves and streets leading to the same east of East Bay Street.

"The harbour fees are $1\frac{1}{2}$ cents per ton, according to the tonnage in the vessel's register or papers, on all vessels of the United States, and upon all foreign vessels entering upon the same terms as vessels of the United States, payable every voyage; excepting steamboats and packets, and other vessels performing regular successive voyages from North Carolina and Georgia, which vessels pay 1 cent per ton once in every three months, or every quarter. And the said fees are made payable by law at the harbour-master's office within forty-eight hours after the vessel's arrival. All other foreign vessels, not entering upon the same terms as vessels of the United States, pay double, or 3 cents per ton. All vessels owned in this State, and steadily plying or trading within the limits of the same, are exempted from the above fees.

"Shirley C. Turner, Harbour-master, Office, Adger's North Wharf, Charleston, South Carolina. George F. Trescott, Assistant Harbour-master, is duly appointed and authorized to attend especially to the regulation of the shipping."

In addition to usual charges to which British vessels, in common with other vessels, have heretofore been subjected, there is now exacted in American currency, by military order, a fee of 20 dollars from all vessels from foreign ports, for the use of the hospitals of the military department.

Ship-masters are nevertheless charged one dollar per day a-piece for so long as any of their mariners remain in hospital.

TRADE AND COMMERCE.

The foregoing statement shows the exports from Charleston to foreign countries during the quarter ending 31st December, 1865.

No publication having been made in regard to the exports of the three months immediately following the opening of the ports, that is to say, for the quarter ending the 30th September of the same year.

The statement now given specifies the several articles of export, with their quantities and values, and the countries to which exported; but it should be remarked that the flour, potatoes, and onions were not productions of South Carolina.

RETURN of Exports at the Port of Charleston in the Year 1865, from the only published Custom House Statement, viz., for the Quarter ending 31st December, 1865.

Articles.	To Great Britain.		To British West Indies.		To Spain.		To Cuba.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sea Island Cotton ..	162,108	\$ 213,949	..	\$..	..	\$..	..	\$..	162,108	\$ 213,949 = £ 31,463
Upland ..	2,984,273	1,429,003	..	..	48,560	24,200	..	..	2,984,273	1,453,203
Wool ..	1,456	616	..	..	..	..	..	..	1,456	616
Flour ..	..	..	60	630	..	..	..	..	60	630
Potatoes ..	{ Winchester bushel, heaped }	..	..	..	..	..	1,745	1,745	1,745	1,745
Onions ..	..	..	..	..	..	..	165	165	165	165
Lumber ..	{ 1,000 ft., sq. mea- sure, for in. boards }	..	150,600	5,816	..	..	..	..	150,600	5,816
Sundries ..	..	410	..	..	..	..	..	..	..	410
Total ..	..	1,643,978	..	6,446	..	24,200	..	1,910	..	1,676,534 = 246,579

The imports have consisted chiefly of railroad iron, but salt, slate, ale, hardware, and crockery have also been received. The publications made by the custom-house officers do not specify the particular articles imported nor the quantities received.

The following statement, therefore, contains only the value of the merchandise imported, and the countries whence received.

RETURN of Imports at the Port of Charleston in the Year 1865, from the only published Customs Returns, viz., for the Quarter ending 31st December, 1865.

From Great Britain	\$	85,087
British American Provinces on Atlantic		15,541
British West Indies		32,097
Canada		690
Cuba		32,918
Total	{	\$166,333
	{	£24,225

The following statement shows the wholesale market prices at the termination of the year 1865 of all kinds of merchandise usually sold at Charleston.

Article.	Prices.			
	\$	cts.	\$	cts.
Bagging, Dundee per yard	0	30 to	0	33
" Gunny Cloth. "	0	29	0	30
Bale Rope, Minilla per lb.	0	26	0	28
" Western "	0	19	0	25
" New York "	0	19		
Bread, Pilot "	0	10		
" Crackers "	0	12	0	15
Bricks per 1,000	15	00	18	00
Bran per 100 lbs.	2	50		
Cotton, Ordinary to good Ordinary per lb.				
" Low Middling "				
" Middling to Strict Middling "	0	47	0	48
" Good Middling "	0	49	0	50
" Sea Island "	1	00	1	50
Candles, Sperm "			0	45
" Adamantine "	0	28	0	33
" Tallow "	0	25		
Coffee, Rio "	0	31	0	34
" Laguayra "				
" Java "	0	45	0	48
Cordage, Manilla "	0	28	0	30
" Tarred American "	0	26	0	28
Corn Meal per barrel	6	00		
Coal, Anthracite per ton	18	00		
" Cumberland "				
Copper, Sheet per lb.	0	65	0	75
Fish, Cod per 100 lbs.	9	00	11	00
" Herring per box	0	75	0	80
" Mackerel, No. 1 per 1/2 barrel	10	50	12	00
" " No. 2 "	8	50	9	50
" " No. 3 per barrel	11	25	14	00
" Mackerel, No. 1 per kit	3	00	3	25
" " No. 2 "	2	75	3	00
" " No. 3 "	2	50	2	75
" Sardines per 100, 1/2 boxes	0	32		
" " per 100, 1/2 boxes	0	70	0	75

Wholesale Market Prices at Charleston—*continued.*

Articles.				Price.			
				\$	cts.	\$	cts.
Flour, Super	per barrel			10	00	to 10	50
" Extra	"			11	00	11	50
" Fine	"			9	00	10	00
" Family, half barrels ..	"			6	25	6	75
Fruits, Prunes	per lb.			0	30	0	35
" Figs	"			0	50		
" Dried Apples	"			0	13	0	15
" Almonds, soft shells ..	"			0	40	0	45
" Raisins, M. R.	per box			6	00	6	50
" Raisins, Layer	"			7	00	7	50
" Oranges	"			20	00		
" Lemons	"			9	00	10	00
Glass, American, 8 x 10 ..	per box of 50 feet			4	00		
" " 10 x 12	"			4	25		
" French, 12 x 18	"			5	75	7	00
Grain, Maryland Oats ..	per bushel			0	70	0	73
" Western Oats	"						
" Corn	"			1	20	1	24
" Beans	"			2	00		
Hay, North River	per cwt.			1	30	1	50
Hides, dry	per lb.			0	10	0	12
Indigo	"			0	87½	1	75
Laths	per 1,000			4	00	4	50
Lime, Shell	per barrel						
" Rockport	"			1	90	2	25
" Cement	"			2	75	3	50
" Plaster Paris	"			4	00	4	50
Lumber—							
Clear White Pine, 1st quality ..	per 1000 ft.			90	00		
White Pine, good run	"			75	00	80	00
Yellow Pine	"			40	00	45	00
Boards, rough	"			30	00	40	00
" grooved and tongued ..	"			60	00	65	00
Leather, country tanned	per lb.			0	40	0	50
Molasses, Cuba	per gallon			0	45	3	50
" Muscovado	"			0	65	0	80
" Porto Rico	"			0	75	1	00
Nails, American, 4d. to 20d. ..	per keg			8	00	8	50
" " Wrought	"			0	20		
" Lathing	"			7	50	10	00
" Copper	per lb.			1	00		
" Galvanized	"			6	30		
" Spikes	"			0	12	0	15
Naval Stores, Tar	per barrel						
" Pitch	"						
" Rosin, No. 1	"			12	00	15	00
" " No. 2	"			8	50	9	00
" " No. 3	"			5	00	6	00
" Spirits Turpentine	per gallon			0	65	0	70
" Oakum	per lb.			0	16		
Oils, Lard	per gallon			2	50		
" Linseed	"			1	65		
" Spermaceti, Winter	"			3	20		
" Cotton Seed	"						
" Castor (E. I.)	"			4	50	4	75
" Olive	per dozen			9	00	10	00
" Kerosine	per gallon			0	95	1	05
" Benzine	"			0	80	1	00
Provisions, Beef, mess	per barrel			15	00	20	00
" " prime	"			14	00	15	00
" Pork, mess	per ½ barrel			18	00		
" Rump	per barrel			30	00	35	00

Wholesale Market Prices at Charleston—continued.

Articles.				Prices.			
				\$	cts.	\$	cts.
Provisions, Bacon, hams	..	..	per lb.	0	21 to	0	27
"	"	sides	..	0	20	0	22
"	"	shoulders..	..	0	15	0	16
"	"	strips	..	24	00	30	00
"	Lard, in kegs	..	per lb.	0	25	..	..
"	Butter	..	..	0	43	0	48
"	Cheese	..	..	0	22	0	28
"	Potatoes	..	per barrel	3	75	4	00
"	Onions	..	..	3	00	4	00
"	Apples	..	..	7	00	9	00
Paints, White Lead	..	..	per lb.	0	13	0	17
"	Black Lead	..	..	0	15	..	..
Rice, Carolina..	..	..	..	0	11	0	12
"	East India	..	..	0	10	0	10½
Slates, American	..	..	per square	12	50	..	..
Shingles, White Pine, 1st quality	..	..	per 1,000	12	00	..	..
Salt, Liverpool, coarse.	..	..	per sack	2	50	3	25
"	"	fine	..	4	00	5	50
Soap, bar	..	..	per lb.	0	12	0	15
Starch	..	..	..	0	12	0	12½
Spices, Cassia	..	..	..	1	25	..	..
"	Mace	..	..	1	75	..	..
"	Cloves	..	..	1	25	..	..
"	Nutmegs	..	..	2	00	2	50
"	Pepper..	..	..	0	45	0	60
"	Pimento	..	..	0	40	0	50
"	Race Ginger	..	..	0	40	..	..
Spirits, Alcohol	..	..	per gallon	5	00	6	00
"	Brandy, Cognac	..	..	4	00	10	00
"	"	domestic	..	3	00	3	75
"	Gin, Holland..	..	..	4	75	5	00
"	"	American.	..	3	50	3	75
"	Rum, Jamaica.	..	..	5	00	6	00
"	"	N. E.	..	2	50	3	00
"	Whisky, Bourbon	..	..	2	75	3	50
"	"	rectified	..	2	30	2	40
Sugar, raw	..	..	per lb.	0	14	0	18
"	crushed	..	..	0	22	0	23
"	clarified A	..	..	0	21	0	22
"	clarified B	..	..	0	21	0	22
"	clarified C	..	..	0	19	0	20
Segars, domestic manufacture	..	..	per 1,000	18	00	45	00
Teas, Imperial	..	..	per lb.	2	00	..	..
"	Gunpowder	..	..	2	00	2	50
"	Hyson	..	..	1	50	1	60
"	Young Hyson	..	..	1	50	1	60
"	Black	..	..	1	00	1	50
Tobacco, as per quality	..	..	..	0	45	1	50
Timber, Hewn Timber, Yellow Pine	..	..	..	14	00	18	00
"	"	Ash	..	65	00	..	..
"	"	Poplar	..	65	00	..	..
"	"	Hickory	..	75	00	..	..
Tin, I C Roofing Plate	..	..	..	17	00	17	50
"	I C Tin Plate, 10 × 14	..	..	17	00	17	50
"	I X Tin Plate, 10 × 14	..	..	20	00	..	..
"	Block Tin	..	per lb.	0	47	..	..
Twine, Cotton..	..	..	..	0	75	..	..
"	Bailing.	..	..	0	50	..	..
"	Hemp	..	..	0	50	..	..
"	Jute	..	..	0	50	..	..
Varnish, Bright	..	..	per gallon	1	00	..	..
"	Paraffine	..	..	1	00	..	..

Wholesale Market Prices at Charleston—*continued.*

Articles.				Prices.			
				\$	cts.	\$	cts.
Vinegar, White Wine.	..	..	per gallon	0	50 to	0	55
" Cider.	..	..	"	0	48	0	50
" French	..	..	"	1	00	1	25
Wine, Port	..	..	"	2	50	6	00
" Madeira.	..	..	"	2	25	5	00
" Sherry	..	..	"	2	25	5	00
" Claret	..	..	per case	5	00	10	00
" Champagne	..	..	per basket	25	00	33	50
Zinc, Sheet	..	..	per lb.	0	26	0	27

The high tariff of the United States and the impoverished condition to which the inhabitants of the State have been reduced, discourage the importation of merchandise from other countries, and compel resort to the manufactured articles of the Northern States, which are generally regarded as inferior and unsatisfactory. And another drawback has been the want of banking facilities. Two banks have, however, very recently been opened at Charleston for issue, deposit, and discount. These are the national banks of the United States issuing inconvertible paper based on bonds of the United States pledged for the security of the banking operations. The capital stock of these banks at Charleston amounts in the aggregate to 400,000 dollars in American currency, equivalent to about 60,000*l.* in coin. The aggregate capital employed in banking at Charleston, anterior to the war, was 13,000,000 dollars in coin, independently of 3,500,000 dollars in like manner employed by other banks conducted in the interior of the State.

The trade that has been conducted at Charleston since the cessation of hostilities has consisted chiefly of imports of articles of northern production and manufacture, which have been sent into the interior by northern merchants and there exchanged for cotton which has been shipped by them to their correspondents at northern ports.

The following statement shows the receipts from the interior, the exports and stock on hand of cotton at and from the port of Charleston at the latest date in contrast with the same at the corresponding period of the years 1860 and 1861.

COTTON STATEMENT.

	1859-60.		1860-61.		1865-66.	
	Sea Island.	Upland.	Sea Island.	Upland.	Sea Island.	Upland.
	Bags.	Bales.	Bags.	Bales.	Bags.	Bales.
Stock on hand on the 1st September, 1859, 1860, and 1865	1,365	16,227	1,359	7,538	362	1,610
Received since	22,637	402,893	16,062	253,090	3,579	56,867
	24,002	419,120	17,421	260,628	3,941	58,477
Exported since	12,273	334,619	12,059	224,608	2,933	49,166
Stock on hand at the end of February	11,729	84,501	5,362	36,020	1,008	9,311

The demand for sterling exchange has been limited, and the rate for its sale has been subject to slight variation—6 dollars 80 cents to the £, while the rate for the purchase of gold has been 7 dollars 15 cents to the £.

The weights and measures in use at this port and throughout the States are the avoirdupois weight as now used in England, and the measures of capacity according to the London standard in 1768, that is to say, for dry measure upon the standard of $2\cdot150\frac{42}{100}$ cubic inches to the bushel, and for liquid measure upon the standard of 231 cubic inches to the gallon.

AGRICULTURE.

Under this head it is impossible to give any information entitled to reliance before the current season shall have elapsed.

It is thought from the general disinclination of the negroes, prevailing throughout the seaboard, to engage as the labourers of the white man, that no rice or sea island cotton will be produced during the year 1866 in such quantities as to entitle those articles as products of this State to a prominent place in the markets of the world.

The cotton known as "upland," heretofore the produce of the interior, must suffer from the same cause, though existing it is thought in a less degree; and it must suffer also from the great exodus of the freed negroes from the upper country, from the disinclination of many others for work, and from the application of the labour of many more to other occupation. This crop certainly cannot be produced to the same extent as heretofore, and the extent to which it must fall off cannot possibly be ascertained before the reception of the crop; but if, as some persons estimate, only one-half of the negroes formerly employed shall be engaged during the current year in the cultivation of the plant, and then, owing to the absence of that control which the planter has been accustomed to exercise over his labourer, shall perform, as is probable, less than his accustomed task, as a matter of course the crop to be expected must be proportionately less.

The average production for the years 1858, 1859, and 1860, was 3,880,404 bales. If diminished planting occasions a reduction of one half, but 1,940,202 bales can be brought to market. But this estimate must be diminished still further by the probability of short work only being obtained from the labourers to be employed.

To what extent the labourer will fail to perform his duty must also be left to conjecture, but if, as many think, one-third of the labour looked for shall be lost by short work, the result must be that little over 1,250,000 bales can be produced in 1866. On the other hand it is said that the planters are exerting themselves with zeal to engage labour, and that owing to the high price of cotton, as a general rule, cotton only will be planted, and that the necessary provisions which are imported from Northern ports at a low rate will be, during the ensuing season, purchased instead of being as heretofore produced.

If the foregoing remarks are confined and applied to South Carolina. the usual crop of which State has not heretofore been more than 200,000 bales, it follows that not more than 66,000 bales are likely to be produced within her limits during the season of 1866 unless that quantity can be increased by an increased planting of cotton in lieu of the usual cultivation of provisions, but it is hard to believe that the crop of the season can be materially increased by the adoption of such a measure. Yet, should such a course be pursued it might remedy the loss to be anticipated from the failure of the negroes to do their full task work, but it would hardly affect the general falling off attributable to the other causes specified.

Every other industry in the State has been so paralysed by the war just terminated that it is, at this time, premature to predict a supply, for export, of any other agricultural product.

Flour, hay, and corn (Indian) are now all articles of import from Northern ports; these, instead of being received from the interior, are now transmitted there.

POPULATION AND INDUSTRIES.

The population of the State of South Carolina numbers about 700,000, of whom about 400,000 are negroes. All of mixed blood are included in the term negro.

Beyond the cultivation of cotton and rice but little employment has heretofore been found for the population.

There are, however, some cotton mills in various parts of the State employed in the manufacture of coarse cotton fabrics; they are as follow:

				Spindles.
Graniteville Mill, working	..	..	..	10,000
Vancluse Mill	..	..	..	1,200
Batesville Mill	..	..	..	1,400
Lester's Mill	..	..	..	800
Bevinsville Mill	..	..	..	1,000
Grady's Mill	..	..	..	1,000
Total about	..	..	..	<u>15,400</u>

There are also two paper mills which are engaged in the manufacture of printing and wrapping paper, viz.:

				lbs.
One at Bath, producing per diem about..	..	..	..	3,500
„ Greenville „ „ „	..	..	..	<u>1,500</u>
Total per diem	..	..	..	<u>5,000</u>

There are also the following iron works:—The Magnetic Iron Works at Cherokee Ford on Broad River in Union District (these works employ about 300 labourers); the King's Mountain Iron Works in New York District at the junction of King's Creek and Broad River; and Bobo's Iron Works, Hurricane Shoals, Pacolet River, in Spartanburgh District.

All of these works produce pig iron, castings, rolled bar iron, and nails. The quality of the iron is said to be equal to Swedish, but the quantities obtained, in any given period, by any given labour, have not been ascertained.

In Picken's District, South Carolina, the Cherokee Mining Company, with a capital of 150,000 dollars, had, shortly previous to the war, established works for the smelting of gold, copper, and lead, all of which metals are found in that district in great abundance.

In the works referred to about 100 persons were employed; but, being taken into military service by the operation of the Confederate Conscription law, the operations of the company then ceased. All of the land in Picken's District is said to be in a high degree metalliferous, and it can be readily purchased at about five dollars per acre.

PUBLIC WORKS.

These, at the termination of the war, were unfit for use.

The telegraphic communication north, south, and west, has been re-established, but is under military control.

The South Carolina Railway is the principal railway of this State, the main trunk was broken by the army under General Sherman. Com.

munication with Columbia is re-established, but none of its branches are yet in order. Communication by railway with points beyond Columbia cannot yet be had; nor with Augusta, through which place, heretofore, a very great portion of the agricultural products of the country, exported from Charleston, have been received.

The North-Eastern Railway has been repaired and is in operation to its upper terminus, at Florence, 102 miles, since August, 1865. It there connects with the Wilmington and Manchester Railway, which, for the same period, has been in operation from Kingsville, a station on the South Carolina Railway, to Wilmington in North Carolina, a distance of 171 miles; and also with Cheraw, 40 miles north of Florence. The railroad bridge across the Santee River upon the line of the North-Eastern Railway has not yet been reconstructed; and, owing to this impediment to the transportation of heavy merchandise, much of the cotton lying beyond the river has been, and is being, carried by the Wilmington and Manchester Railway to Wilmington.

A movement is on foot to connect Cincinnati in Ohio with Charleston by railway, a project which, if ever carried out, must add immensely to the importance of Charleston, inasmuch as it must bring the cereal products of the North-Western States more directly into regions where textile productions are more remunerative than the cereals.

A railway connection also between Fayetteville in North Carolina and Florence in South Carolina, in reference to which I am not informed that anything has as yet been done, would prove of the greatest advantage to both States, and especially to the State of North Carolina, which would thereby be furnished with an outlet from the vast coal fields, as well as for the agricultural products of a great portion of her territory, which it is at present exceedingly inconvenient to reach. But, promising of favourable results as these projects may be, in the present condition of the country, without aid from distant capitalists, there is little likelihood of their accomplishment.

A canal, in length 13 miles, will be immediately constructed by private enterprise to connect the Edisto with the Ashley River, the object of which is to facilitate the transportation to Charleston of the timber and lumber which is extensively cut and sawed adjacent to the Edisto River in the districts of Barnwell and Orangeburg.

Charleston, February 28, 1866.

COMMERCIAL REPORTS

RECEIVED AT

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B O R N E O.

SARAWAK.

Report by Mr. Consul Ricketts on the Trade of Sarawak for the Year 1865.

THE following Returns show the value of the articles imported and exported from the port of Sarawak during the past year.

The total exports amounted in value to the sum of 464,834 dollars, while the imports amounted to the sum of 504,208 dollars.

STATEMENT of the Value of the Exports from the Port of Sarawak for the Year 1865.

Articles.	To Singapore.	To England.	To Java.	To Natunas Islands.	To Sambas and Pontianak.	To Labuan.	To Bombay.	Total.
Treasure ..	\$ 17,214	\$..	\$ 1,050	\$ 12,925	\$ 15,495	\$ 2,650	\$..	\$ 49,334
Sago Flour ..	36,114	37,993	..	..	..	..	..	67,207
Pearl Sago ..	11,582	1,719	..	..	..	..	..	13,301
Gutta Percha ..	51,264	63,145	..	..	..	..	..	114,409
Edible Nests ..	16,456	..	..	..	..	..	..	16,456
Bees-wax ..	18,066	..	7,884	..	..	..	..	25,950
Paddy ..	736	..	..	4,673	..	..	..	5,409
Fish ..	7,102	..	..	..	..	..	..	7,102
Oil ..	7,521	..	..	..	260	..	..	7,781
India-rubber ..	1,753	4,274	..	..	..	..	..	6,027
Canes ..	3,525	9,158	..	..	..	..	..	12,683
Timber ..	..	16,799	..	..	..	..	21,673	38,472
Antimony Paint ..	67	1,047	..	..	..	..	..	1,114
Antimony Ore ..	600	8,660	..	..	..	..	..	9,260
Raw Sago ..	11,622	..	4,320	60	..	..	..	11,622
Gold ..	250	..	..	14,397	410	354	..	5,394
Rice ..	100	..	1,960	..	200	120	..	14,817
Diamonds ..	..	..	..	..	..	..	..	1,960
Crockery ..	..	..	..	20	140	..	..	160
Brass-ware ..	..	..	..	20	380	1,074	..	1,474
Tobacco ..	..	..	..	844	185	40	..	1,069
Salt ..	..	..	..	38	..	..	..	38
Iron ..	..	..	..	..	72	..	..	72
Cocoa-nuts ..	..	..	37	..	947	..	..	984
Sugar ..	..	..	..	..	368	..	..	368
Cloth ..	..	..	..	5,723	14,687	1,400	..	20,810
Sundries ..	12,155	92	781	6,792	9,590	1,151	..	30,561
Total ..	190,127	141,987	16,082	45,492	42,734	6,789	21,673	464,834*

* Equal 105,644*l.*, at \$4 40 cents the £ sterling.

STATEMENT of the Value of the Imports at the Port of Sarawak for the Year 1865.

Articles.	From Singapore.	From Java.	From Tringau.	From Sambas and Pontianak.	From Natunas Islands.	From Labuan.	Value.
Opium ..	\$ 8,059	..	..	..	..	..	\$ 8,059
Flour ..	1,769	..	..	..	..	..	1,769
Wine ..	4,347	..	..	..	..	..	4,347
Oil ..	5,330	..	..	1,530	11,244	..	18,104
Rice ..	6,949	..	..	6,958	..	..	13,907
Salt ..	8,743	..	..	..	..	..	8,743
Coals ..	2,280	..	..	240	..	..	2,280
Paddy ..	125	..	..	1,032	..	..	365
Gold ..	840	..	..	..	..	..	1,372
Cotton ..	..	157	..	..	..	..	157
Mats ..	..	1,440	..	..	..	..	1,440
Cattle and Sheep ..	..	25	375	95	..	..	495
Nests ..	..	..	..	..	..	80	80
Treasure ..	26,256	..	..	7,890	5,195	650	39,891
Cloth ..	151,155	..	..	..	..	..	151,155
Brass-ware ..	13,438	22,650	20	1,360	..	..	37,468
Crockery ..	31,123	..	..	..	..	..	31,123
Iron ..	4,713	..	..	..	..	..	4,713
Chinese Tobacco ..	10,875	..	..	..	..	..	10,875
Palumburg Tobacco ..	16,709	60	..	..	..	40	16,809
Java Tobacco ..	1,428	3,456	..	192	84	..	5,160
Sugar ..	5,292	..	..	88	4,217	..	9,597
Tea ..	2,096	..	..	..	..	..	2,096
Gutta ..	..	..	..	556	..	280	836
Pees-wax ..	..	..	..	68	..	240	308
Cocoa-nuts ..	..	..	..	1,555	18,183	..	19,733
Camphor ..	..	..	79	..	..	2,000	2,000
Sundries ..	83,704	641	..	12,051	14,523	200	111,298
Total ..	384,731	28,429	474	33,615	53,445	3,490	504,200*

* Equal 114,590*l.*, at \$4 40 cents the £ sterling.

In the year 1864 the value of foreign exports was estimated at 636,598 dollars, while that of the imports rose to 556,366 dollars.

Hence there has been a decrease of 171,764 dollars in the export trade of last year when compared with that of 1864, and likewise a decrease of 52,158 dollars in the import trade, giving a total decrease of 223,922 dollars.

On referring to the Returns in question and examining the various articles exported from this country, we find, that whilst the export trade has augmented in timber, birds' nests, bees wax, and fish, and also in the re-exportation of cloth and rice (for both these things are imported in the first place from Singapore), it has fallen off in gutta percha to the estimated value of 185,157 dollars, in sago flour to the value of 44,302 dollars, in pearl sago to the value of 5738 dollars, and raw sago to the value of 9,378 dollars, these being considered at the present moment as the principal articles of the produce of this part of the island.

The supplies for the exportation of gutta percha were drawn chiefly from Sibn (on the River Rejang) Muka, Saribas, and Bintulu. The River Rejang furnishing Sarawak with gutta percha to the value of 47,335 dollars, Bintulu furnishing it with gutta percha to the value of 15,147 dollars, Saribas sending there 8,986 dollars, and Muka 22,276 dollars of that same commodity.

The latter of these places, namely Muka, not only supplied Sarawak with the sago which it required for exportation, but also exported directly to Singapore raw sago to the value of about 30,988 dollars.

Timber appears for the first time as an article of export from this place to Bombay.

It is said that much of the timber found in this country is well suited to the Chinese markets; should this be really the case, it might perhaps be a subject worthy the attention and consideration of people trading with China.

Antimony paint will also be noticed among the articles exported.

The cause of the decline in the value of the export trade for the last year is not to be attributed to any falling off or failure in the supply of the natural production of this country, but proceeds from the demand for that sort of produce having considerably diminished during the stagnation of trade occasioned by the late commercial crisis in England and Singapore.

If, however, at any time any obstacles should intervene to prevent the supply of such produce as gutta percha, timber, India rubber, &c., being raised adequate to the demand for the same, they would most probably spring from the following causes—either from the want of a due proportion of labour, or from the want of easy and good means of communication.

The first of these difficulties, owing to the scarcity of the native population and their unformed habits of regular labour, would most likely be met with on any sudden or unexpected demand arising for the collection of large quantities of this sort of produce.

This second difficulty will only come into play when the jangal productions on the main water routes have been collected and people are compelled to journey farther into the interior to obtain the desired supplies—the prices of such commodities will then of course rise in proportion to the difficulties incurred in procuring them.

The Return of the import trade shows that, compared with that of the year 1864, there has been, as above alluded to, a decrease of 52,158 dollars.

This decline has occurred chiefly in cloth and brass-ware, the principal articles of import, the former having diminished in value by about 25,702 dollars and the latter by about 32,986 dollars.

Towards balancing the decrease in this portion of the commerce there has, however, been an increase in opium, salt, tobacco, and more especially

crockery-ware, all of which commodities, with the exception of opium, are consumed chiefly by the people of Muka and the Dayaks around Sakarran, on the Batang Lupar river, and Sibu, on the Rejang. The import trade then for the year 1865, though not quite equal to that of 1864, may still be said to be greatly superior to that for the year 1863, as will be seen from the Tables of export and import below for the years 1863, 1864, 1865.

EXPORTS.

Articles.	1863.	1864.	1865.
	\$	\$	\$
Treasure	33,732	53,371	49,334
Gold.	5,220	9,482	5,394
Bees-wax	9,788	10,974	25,950
Gutta Percha	181,918	299,566	114,409
Cloth (Grey Shirtings, coloured)..	8,902	13,568	21,810
Sago Flour	64,634	111,509	67,207
Antimony Ore	26,140	9,762	9,260
Tobacco	500	..	..
Brass Ware	320	2,175	1,474
Edible Nests	14,055	13,492	12,456
Rice	7,586	12,103	14,817
Oil	2,926	2,717	7,781
Paddy	2,753	6,257	5,409
Opium	95	..	..
Iron	30	..	..
Raw Sago	7,050	21,000	11,622
Timber	..	13,875	38,472
Pearl Sago	..	19,039	13,301
Camphor	..	9,120	..
Sugar	..	2,800	368
Sugar (Native)	..	73	..
Crockery	..	662	160
Fish	..	..	7,102
India-rubber	..	..	6,027
Canes	..	..	12,683
Antimony Paint	..	..	1,114
Diamonds	..	..	1,960
Salt	..	..	38
Cocoa-nuts.. .. .	..	..	984
Sundries	20,790	23,730	30,561
Total	386,439	636,598	464,334

IMPORTS.

Articles.	1863.	1864.	1865.
	\$	\$	\$
Treasure	56,578	109,861	99,891
Gold	960	5,525	1,372
Gutta Percha	6,067	2,402	..
Grey and Coloured Shirtings ..	146,252	176,857	151,155
Brass Ware	27,729	70,454	37,468
Tobacco	39,691	32,374	38,844
Opium	14,500	4,665	8,059
Bees-wax	360	..	..
Pearl and Raw Sago	2,614	..	..
Rice	15,631	11,925	13,907
Paddy	279	..	365
Cocoa-nut Oil	24,524	12,995	18,106
Crockery	..	12,264	31,123
Wine	..	4,272	4,347
Iron and Steel	..	6,702	4,713
Tea	..	1,506	2,096
Sugar	..	2,969	9,597
Coal	..	4,515	2,280
Guano	..	2,640	..
India-rubber	..	600	..
Cocoa-nuts	..	8,073	19,753
Salt	..	4,555	8,743
Nests	..	..	80
Mats	..	..	1,440
Cotton	..	..	157
Flour	..	..	1,760
Cattle and Sheep	..	..	495
Camphor	..	..	2,000
Sundries	78,941	81,067	111,298
Ditto	620	..	..
Total	414,756	556,366	504,200

From the above return of the exports for the last three years it will be noticed, that less gutta percha was exported in 1865 than either in 1864 or 1863.

That the value of antimony exported has been decreasing since 1863, and that although less sago flour was exported last year than in 1864, there was still a greater quantity exported than in the year 1863.

Rice appears annually as an article both of exportation and importation, and, with the exception of the year 1863, when more was introduced into the country than went out, the importation of this production would appear about equivalent in value to that sent to the Natunas Islands, the people of which supply Sarawak with oil and cocoa-nuts.

These provinces then can hardly be said to raise more rice than suffices for home consumption; but so well is the climate adapted to its growth, that with an improved system of agriculture, and an increase of population, large quantities of rice might be easily exported from this part of Borneo.

It will also be observed that the total value of the exports for the year 1865, though less than for the year 1864, is still superior to that for the year 1863.

With an increase in the exports since *that period* there has also been an increase in the imports, the latter being generally rather in excess of the former.

On viewing the Table of imports for the three years above mentioned, we find that the demand for the necessities of life, such as cloth, brass-ware,

crookery-ware, and salt, has considerably augmented since the year 1863, and also that tobacco, though not quite equal in value to that imported in 1863, is still greater than that imported in 1864. Such being the case, one is led to suppose that the trade carried on in these commodities, which by the bye are chiefly consumed by the Dayaks, is by means of the depôts of commerce established at Sibü, on the Rejang, and at Sumangong, on the Batang Lupar, gradually forcing its way up these rivers among the tribes of the interior, and also that their condition is gradually improving.

	1862.	1863.	1864.	1865.
	\$	\$	\$	\$
Exports	..	386,439	636,598	464,834
Imports	..	414,756	556,366	504,200
Total	583,422	801,195	1,192,964	969,034*

The above Table shows the value of the imports and exports combined for the last four years, and gives us a pretty fair idea of the commercial progress of the country subject to the rule of the Rajah during that period.

It is here perhaps worthy of remark that as the general export trade of this country consists chiefly in jangal produce, much of which cannot be termed reproductive, and the sources of which must in due course of time become dried up, too great attention can hardly be devoted to the development of its agriculture; for if its sources of exportation happen to be diminished, its power of importing will also decline, the power of importation being in a great measure dependent on the capabilities which a country has at its command for promoting exportation.

One striking feature, however, is the flow of the foreign commerce of this country, which should not be forgotten, is, that out of commercial transactions to the value of 960,034 dollars, or rather out of 1,000,022 dollars (and in this sum is included the exports from Junka, which amount to 30,988 dollars), Great Britain, Singapore, and Bombay figure to the amount of 769,506 dollars, or 174,887*l.* 14*s.* 9*d.* sterling.

The following statement shows the number and tonnage of the vessels of different nationalities which have arrived at and cleared from the port of Sarawak during the past year.

ENTERED.

Arrived from	Nationality.	Vessels.	Tonnage.
Singapore	British.. ..	7	2,434
Manilla	„	1	858
	Total British ..	8	3,292
Singapore	Sarawak Steamers ..	16	2,080
„	„ Schooners ..	6	874
„	Hamburgh	1	450
„	Danish.. ..	1	158
Java	Dutch	2	105
		34	6,959
Natunas Islands ..	Native Craft	130	1,391
	Total	164	8,350

* Equal 220,234*l.*, at \$4 40 cents the pound sterling.

CLEARED.

Destination.	Nationality.	Vessels.	Tonnage.
Singapore	British.. ..	2	297
Great Britain	"	4	1,947
Bombay	"	2	1,251
	Total British ..	8	3,495
Singapore	Sarawak Steamers ..	16	2,080
"	" Schooners ..	6	874
Great Britain	Hamburgh	1	450
Singapore	Danish.. ..	1	158
Java	Dutch	2	117
		34	7,174
Natunas Islands ..	Native Craft	101	1,295
	Total	135	8,469

One of the changes to be noticed in the carrying trade of the last year is that the Chinese merchants of this town, who are in partners with some of the principal Chinese houses in Singapore, have lately commenced chartering British vessels for the purpose of conveying their goods from Sarawak to Singapore.

In a former Report I mentioned there were 6 to 7 fathoms of water over the bar of the River Rejang at "low water," and also that that river was navigable for ships of 1,000 tons and upwards for the distance of 120 miles.

I have now been able to obtain more accurate information on this subject, and I find there are from $3\frac{1}{2}$ to 4 fathoms over the bar at low water, and at high water probably 6 fathoms.

Ships of 1,000 tons and upwards could proceed some few miles up the river and find good anchorage either at the village of Rejang, situated at no great distance from its mouth, or at Mount Susu, about 12 miles distant from the village of Rejang.

Steamers drawing 7 to 9 feet of water could proceed without much difficulty about 120 miles up that river, which, with the exception of the narrow reaches near Sariki, has from all appearance an average width of about 1,200 yards.

A conical buoy painted red has been placed off the spit of the Si Jalores, or western shoal of the Maratabas entrance of the Sarawak river; it is in $3\frac{1}{2}$ fathoms at low water spring tides.

Ships coming in should not go to the westward of it, but pass about a quarter of a mile to the eastward, and then steer for a small clump of trees bearing about S.S.W. till the river is well open, then steer mid-channel.

A harbour-due of five cents per register ton will be levied on all ships "or square-rigged vessels entering the port; no charge on leaving; this duty to come into force from this 1st of June, 1865."

PRICES of the Principal Articles of Export.

Articles.	Highest.	Lowest.
	\$ ct.	\$ ct.
Timber per load of 50 cubic ft.	16 50	14 50
Ataps for Roofing, Bilian Wood* per 1,000	6 00	5 50
Canes per 100	6 00	2 00
India-rubber per picol	15 00	13 00
Gutta-percha "	36 00	12 00
Gum Hammar "	7 00	1 50
Raw Sago per 100 tappings	40 00	30 00
Pearl Sago per picol	3 00	2 75
Flour Sago "	2 50	2 25
Antimony Ore per ton	20 00	..
Camphor per katty	30 00	20 00
Rice per koyan	125 00	80 00
Birds-nests per picol	250 00	60 00

PRICES of Labour.

	Per Month.
	\$
Chinese Labourers for Loading Boats (per day, 30 cents)	9
Chinese Coolies employed in Field Labour (per month, \$4 with food, to \$6 and \$7 without food) average	6
Kling Coolies	5
Boyans	5
Chinese Carpenters (per day, 50 cents)	15

Chinese field labour, which is superior to that of the Klings or Boyans, is difficult to be obtained, as the Chinese on their arrival in this country generally endeavour to get a plot of ground and cultivate it on their own account, in preference to hiring themselves out as labourers. This circumstance, combined with the high price of opium, which forms one of the chief necessities of life for the Chinese labourer, tends to a great extent to keep up or raise the price of this sort of labour.

The Chinese coolie at Singapore receives about 4 dollars a-month as wages, the Chinese coolie at Sarawak 6 dollars. Comparing then the measure of wages of the Chinese coolie at this place with that of the Chinese labourer at Singapore, as regards their amount simply in money, the former is certainly better off than the latter; but comparing the money price of labour, or the power which the rate of wages of the Chinese coolie at Sarawak has of purchasing the necessities of life, with that of the Chinese coolie at Singapore, he has but little advantage, for the price of opium, his chief necessary of life, while purchasable at Singapore for 1 dollar 43 cents the tael, costs 2 dollars 50 cents the tael at Sarawak at the present moment.

Few of these coolies it is said consume less than 4 huers of opium a-day; if this be the case, a person who consumes 4 huers weight valued at 5 cents a-day at Singapore, would, if located at Sarawak, now be com-

* Menkabang Penang. These ataps are about 16 inches long by 5 inches wide, form a light roofing material, are not affected by wet, and last for years.

pelled to pay 10 cents a-day for the same quantity ; or, while the one spent 1 dollar 71 cents a-month for opium the other would have to spend 3 dollars. Even with this high price of opium, the other necessities of life remaining the same, the Chinese coolie at Sarawak would still be the gainer ; but when it is considered that the opium here is greatly adulterated by the farmer who holds the monopoly of the same, and that rice is often dearer here than it is at Singapore, the advantages obtained by the Chinese coolies in their sojourn in this country when compared with those of the coolies at Singapore are rather more apparent than real.

Sarawak, February 16, 1866.

DENMARK.

ST. THOMAS.

Report by Mr. Acting-Consul Lamb, on the Trade of St. Thomas during the Year 1865.

Shipping and Navigation.—The amount of British tonnage which arrived at this port in 1865 was about 123,000 tons, which is slightly in excess of 1864, and the previous years 1862-4; and, as in former statements, Her Majesty's ships of war and mail packets are not included in the foregoing return of tonnage. It will be observed that in last year there has been a considerable increase of British shipping frequenting this port, which is indebted for the importance which it has assumed as a mail-packet station no less to the liberality of the Danish Government than to its natural position, and from its being one of the best harbours in the West Indies. In the past year, the Compagnie Générale Transatlantique have established a dépôt at this place, and commenced a monthly mail service from St. Nazaire to Vera Cruz, calling here and at Havana; and by two small steamers conducting an intercolonial service with the Windward Islands, Haiti, Porto Rico, and Jamaica, in connection with the large steamer from and to St. Nazaire. This new company will give considerable competition to the Royal Mail Company's line of steamers; but it is stated that an arrangement has been entered into by which both companies are to have the same rates of passage, freight, &c., and that each is to assist the other in working the service they represent in an amicable manner.

The custom-house charges to shipping are the same as in 1864, and for steam vessels trading here regularly every advantage and facility is conceded for shipping, discharging, and transhipment of goods, by application or petition to the Government; such regular trading steamers only pay custom dues on the cargo that they bring or take away on each voyage, and are allowed to sail hence, night or day, without the intervention of the local authorities, who look afterwards to the consignees here, for cargo and other reports, after sailing.

Trade and Commerce.—The general trade of the place during 1865 has been good; but in the dry goods line there has been less done than in former years, and I am inclined to think that the trade in manufactured goods (from Manchester, Glasgow, &c.) will now decline gradually, as merchants in neighbouring islands, who have to date purchased here largely, are making direct importations from the United Kingdom.

A considerable business in American provisions has been done during the year, but the prices realized have not been satisfactory.

The import duty is $1\frac{1}{4}$ per cent. on all importations with the exception of coal, which is free.

During the year 1865, the value of manufactured goods from Great Britain amounted to about \$2,800,000, or 560,000*l.* sterling, which is less than in former years: no doubt the decrease is caused by merchants here refraining from importing as largely as heretofore.

The importation of steam coals has, as usual, been considerable, having amounted in 1865 to about 60,000 tons, of which about 45,000 tons for the Royal Mail Steam-Packet Company, and 15,000 tons, the balance, by private parties. Vessels bringing coals for the Royal Mail Steam-

Packet Company are exempted by a royal order from paying customs duties, if they clear hence in ballast. In 1866, the coal shipments to this port will probably amount to 100,000 tons, as the steam vessels of the Compagnie Générale Transatlantique will want here about 40,000 tons per annum. The large quantity of coals required here is a trade worth looking after; no doubt a large part of the carrying will be done by British vessels, but already a large number of foreign vessels are employed regularly.

Agriculture.—There is nothing of interest to report under this head. Since the emancipation of slaves in 1847, the cultivation of sugar has been abandoned. In last two years some cotton has been planted, but only in small quantities, as the cost and scarcity of labour leave no margin for a profitable return. From the large amount of shipping calling here, there is an extensive demand for cattle, vegetables, and ground provisions, which sell at high prices, and are largely brought here from Porto Rico, St. Croix, and the neighbouring islands.

Population and Industry.—The number of inhabitants of the island in the town and country districts is about 13,000, of which about 10,000 are coloured. As a rule the coloured people are not industrious; labourers can easily obtain from 4s. to 6s. per day for working at the coal wharves.

Public Works and Improvements.—The dredging machine imported by the town is reported to have done considerable good in deepening and removing shoals and banks in and about the harbour. During 1865 the gas works have been completed, and the town and many private houses are now lighted with gas.

It is stated that an amount will be appropriated, in the 1866 budget, for building a good lighthouse on Buck Island, off the harbour, which will make the port easy of access at night. The floating dock is in course of construction, and by the end of the year it is stated that it will be capable of taking up vessels of 3,000 tons, and will be of great advantage to the shipping annually coming here in distress for repairs.

In 1865, a steam communication between this port and St. Croix has been subsidised by the Danish Government; but the service is to be suspended to-day, as the subsidy is not sufficient to cover the expenses. Two steam tugs are shortly expected here for the purpose of towing vessels in and from the harbour.

St. Thomas, March 31, 1866.

I T A L Y.

MESSINA.

Report by Mr. Vice-Consul Richards on the Trade and Commerce of Messina for the Year 1865.

THE trade of Messina in 1865 presents a marked increase as compared with that of preceding years, both in imports and exports.

The following statement shows the value of merchandise imported and exported in each of the last five years, viz:

				Imports.	Exports.
				£	£
1861	..	..	..	916,086	910,794
1862	..	..	..	681,390	889,055
1863	..	..	..	732,542	871,111
1864	..	..	..	884,298	986,738
1865	..	..	..	948,577	1,094,168

Imports.—The principal articles of import are cotton and woollen manufactures, colonials, coals, hides, iron, copper, corn, and grain.

Exports.—The chief articles of export are essences of orange, lemon, and bergamot, green, dry, and pickled fruit, olive oil, silk, argols, cream of tartar, and lemon juice.

Domestic Trade.—The domestic trade of Messina is confined to the requirements of the place, nothing being manufactured here but leather, of which the greater portion is sent to Naples.

SHIPPING AND NAVIGATION.

The general movement of shipping was not above the average; this is attributable to the quarantines which were in force. The want of a lazaret for the reception of passengers and goods was seriously felt. Vessels arriving from places where cholera prevailed were not allowed to enter the harbour, but ordered to perform quarantine at the lazaret at Nisida. If arriving from suspected places only passengers and cargoes were transferred to boats and lighters, there to perform quarantine, exposed to all the perils of the sea.

The annexed Table, No. 1, shows the number and tonnage of foreign ships which entered the port of Messina in the years 1861–65 inclusive.

The subjoined Table, No. 2, will show the number, tonnage, crews, and value of cargoes of British vessels which entered the port of Messina in the years 1861–65 inclusive.

Coasting Trade.—The coasting trade is almost entirely carried on by Italian vessels.

Coals.—French coal, of which about 18,000 tons are now annually imported from Marseilles, is used as fuel by the steamers of the Messageries Impériales exclusively. The whole of the English coal now arriving here, about 35,000 tons yearly, is consumed by Italian, British, Dutch, and Russian merchant steamers.

AGRICULTURE.

As I said in my last Report, agriculture has made little or no progress. no suitable agricultural implements being employed. The plough and the hoe, of the simplest and rudest description, are the principal appliances to cultivate the land.

Vintage.—The vine disease has almost disappeared. The crop in 1865 was an abundant one; the price for fair table wine is about four tavis, or 1s. 4d., per gallon.

Orange and Lemon Trees.—The disease affecting orange and lemon trees continues its ravages. All attempts to arrest its progress have failed; the oldest and most healthy-looking trees are now attacked and killed in three or four days; but, strange to say, the yield last year was very abundant and almost unprecedented.

Silk Culture.—Last year the Macedonia breed of silkworms showed increased disease, and the Japan cartons were imported into Sicily on a very insignificant scale, so that the production of cocoons was scarcely worthy of being called a crop. The old indigenous races having totally disappeared from Calabria (lost) for some seasons past, they have been chiefly replaced by direct importations from Macedonia, and by their reproductions.

In Sicily the total disappearance of the old races has been more gradual than was the case in Calabria, and the gradual substitution of the Macedonia breeds, attended with a still less amount of success than in Calabria. In both Sicily and Calabria the want of confidence in the untried Japanese original cartons, created by the circumstance of last year's attempts having failed on the inferior polyvoltine races, caused a rather abundant supply of eggs of the Macedonia breed to be kept from the produce of the season, whilst direct importations from Macedonia met also with ready sale.

The latest accounts, however, are very unsatisfactory as regards the progress of the worms from these eggs, and I think it very probable that the crop will again be a very limited one, and the reproduced Japan eggs of the north of Italy, and those of the original Japan cartons, will form a large proportion of the whole to be produced.

A gentleman writing from Villa S. Giovanni (Calabria), says:—“The views of the crop is very discouraging indeed, all kinds of eggs from the Levant and the ‘nostrale’ (indigenous) reproductions are being lost indiscriminately; the unfavourable weather of the last few days having contributed to render the complaint more general.” Leaves here had arrived at the price of tari 24, about 8s., the “carico” (load), and have now gone down to tari 10, about 3s. 4d. What worms we have of our Japan cartons in this neighbourhood are progressing favourably.

PUBLIC WORKS.

The railroad to Giardini and thence to Catania is rapidly progressing, and it is expected will be completed and opened to traffic next autumn. It is a single line, about 58 miles long, and will cost about 10,000*l.* sterling per mile; all the materials, viz., rails, bridges, carriages, locomotives, &c., have been brought from France and Belgium. Unless roads and cross roads are made in the interior to facilitate the transport of produce to the projected railroad stations, I very much doubt whether any great extension of trade can be expected.

Dry Dock.—A steam dredging machine has been kept constantly at work, and no doubt the dock will be completed in two years more.

Public Instruction.—The public day and night schools are now well attended by children of the lower classes. There are also two infantile schools, and a third will shortly be opened for children of both sexes. They are taught reading, writing, arithmetic, and needlework.

Local Improvements.—The principal streets of Messina are wide and well paved, and they are now kept comparatively clean ; but the sewerage is very imperfect. The town is well lighted with gas.

Population.—The population of Messina, according to the last census of 1861, is 100,000.

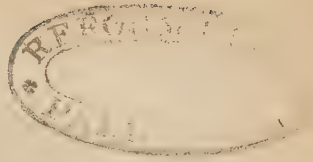
Messina, May 1, 1866.

TABLE No. 1.—RETURN of Foreign Vessels which Entered the Port of Messina in the Years 1861–65 inclusive.

Nationality.	1861.		1862.		1863.		1864.		1865.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
French..	317	219,293	456	234,298	502	451,870	508	313,404	503	326,863
American	..	..	55	16,164	47	16,142	25	8,440	33	11,716
Austrian	..	..	68	14,943	72	16,094	87	20,247	93	17,748
Danish..	..	..	35	3,865	49	5,386	46	5,212	34	4,245
Russian	..	..	38	16,151	51	18,735	74	37,753	54	32,354
Greek ..	..	..	65	9,030	355	61,840	312	58,168	510	86,708
Dutch ..	..	..	25	6,138	41	7,513	38	11,350	44	11,646
Swedish	..	..	8	1,198	10	1,772	8	1,014	6	1,025
Norwegian	..	..	13	2,269	22	3,259	33	4,691	31	4,623
Hanoverian	..	..	16	1,454	20	1,729	16	1,604	21	2,104
Belgian	..	..	2	349	..	..	4	1,805	6	2,150
Prussian	..	..	..	..	2	310	6	1,167	3	735
Turkish	..	..	9	1,355	122	12,183	55	5,468	8	664

TABLE No. 2.—RETURN of British Vessels which Entered the Port of Messina in the Years 1861–65 inclusive.

Years.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	
1861 ..	194	83,046	3,600	119	19,089	1,061	313	102,085	4,661	£ 300,000
1862 ..	325	107,375	4,848	92	15,972	816	417	123,347	5,664	270,000
1863 ..	255	84,469	3,735	84	13,091	851	339	97,560	4,586	243,000
1864 ..	248	94,852	4,394	63	11,066	560	311	105,918	4,954	265,300
1865 ..	188	109,092	3,828	38	6,662	381	226	115,754	4,209	287,000



NETHERLANDS.

ROTTERDAM.

Report by Mr. Acting-Consul Turing on the Trade of the Netherlands for the Year 1865.

THE year 1865 has not been characterized by any striking events in the trade of this country. There has been no crisis or collapse on the one hand, and no great prosperity on the other. On the whole the result may be considered to have been favourable, and although individual interests may have suffered, the general result must be deemed to have given satisfaction.

In a country like Holland where so much of the existing business consists in the trade with her colonies, the course of the prices of colonial produce forms an important consideration in the estimate of the general welfare, and as most articles of colonial produce have been steadily advancing, the commercial part of the population has been prosperous. On the other hand the shipping and agricultural interests have suffered, as will be presently shown.

SHIPPING AND NAVIGATION.

The American war was not without a favourable effect on the previously depressed state of Dutch shipping, but the conclusion of hostilities has again had an unfavourable effect, freights ruling as low if not lower than they have ever been known before; the quotations from Java to Holland being, according to the last accounts, as low as 1*l.* 10*s.* per ton, with an abundance of shipping offering at these rates.

The "Staats Courant" (official gazette) contains the following:—

STATEMENT of Vessels which have obtained Dutch Registers for the first time during the Year 1865.

Description.	Dutch.	Foreign.	Total.
Clippers	5	..	5
Full Rigged Ships	3	2	5
Barks	2	3	5
Brigs	12	..	12
Schooners	27	3	30
Galliot	16	1	17
Koffs	12	1	13
Various Descriptions	11	..	11
Vessels.. ..	88	10	98
Tons	19,822	5,174	24,996

Against 149 vessels admeasuring 39,346 tons in 1864.

STATEMENT of Vessels Cleared in 1865.

		Entered.		Cleared.	
		Vessels.	Tonnage.	Vessels.	Tonnage.
With Cargoes In Ballast, Foreign	{ Dutch ..	3,270	623,685	2,312	498,835
	{ Foreign ..	4,631	1,132,889	2,785	790,445
	Dutch and Foreign	649	130,644	3,691	696,065
Total		8,550	1,887,218	8,788	1,985,345

COMPARATIVE Statement of the Merchant Fleet on the 31st December, 1864 and 1865.

Description.	1864		1865.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Clippers	11	7,118	15	11,210
Full Rigged Ships	117	100,582	113	99,452
Barks	323	195,190	311	188,478
Brigs	179	42,836	181	43,652
Schooners	389	65,126	399	67,034
Galliot's	306	37,982	304	37,748
Kofs	449	55,246	439	53,702
Various Descriptions	410	23,010	399	22,332
Steamers	43	15,862	42	15,068
Total	2,227	542,952	2,203	538,676

The works connected with the new channel to the Maese are progressing satisfactorily.

TRADE AND COMMERCE.

Coffee.—The Trading Company's monthly Java coffee sales, which together have amounted to 851,925 bags, have, as usual, given the tone to the market. Prices have continued to rule high, and the fluctuations during the year have not been of importance.

The extreme prices paid for Java coffees of late years must, in a great measure, be attributed to the annually increasing demand for this description in Europe; whilst on the other hand the production in Java, if not gradually diminishing, is certainly not sufficient to meet the increasing requirements of the trade. This fact, coupled with the circumstance that the stock at present in Holland is smaller than of former years, naturally tends to strengthen the belief that the present prices are not likely to experience any material decline during the ensuing season.

Prices of good ordinary Java during last year, commencing with 45½ cents (= 79s. 3d.) declined to 43½ (= 75s. 9d.) in April, which was the lowest point. Prices in June had reached 46 cents (= 80s.) and afterwards 45½ cents, which, with a slight fluctuation occasionally, has been the established quotation these last three months.

The imports of all sorts of coffee into Holland have amounted to 1,108,000 bags, against 1,210,000 bags, during 1864, and the total stock in first hands, on 31st December, consisted of 386,000 bags against 470,600 bags at the same date, 1864.

Cotton.—In common with the movements experienced in the leading markets, prices have considerably fluctuated in this country, and as, on account of the exhausted stocks, an unabated demand had continually

to be met, the transactions during the past year have been on an extensive scale. Business has, however, been greatly facilitated by the increased supplies from different quarters, there having been imported into this market 6,410 bales North American, 27,050 bales East India, and about 1,550 bales China and Japan cotton.

The stock in importers' hands on 31st December, at this place only, consisted of 2,028 bales East India cotton, and the quotations at the same date were for fair Bengal 73 cents (= 1s. 1 $\frac{1}{4}$ d.), and for Tinnevely 97 cents (= 1s. 5 $\frac{1}{2}$ d.), both of which descriptions at one time last year changed hands at 28 cents (= 5d.) and 45 cents (= 8 $\frac{1}{4}$ d.) respectively.

Hides.—The supplies during the past year have been somewhat in excess of the previous year. The demand on the whole has been animated, and fair prices have generally been paid. The imports have consisted of 97,579 East India cow and 40,838 buffalo hides, and 12,852 Buenos Ayres and West India hides.

Importers hold a stock of 21,386 East India, 6,953 Buenos Ayres, 6,097 Pernambuco, and 3,628 Australian hides.

Indigo.—A very animated demand has prevailed during the summer and autumn months, and prices have gradually and steadily advanced in value. The imports into Holland have considerably exceeded those of the last three or four years, and transactions have consequently been on a larger scale.

The Trading Company in the course of the year brought forward 5,215 chests Java, and 540 chests Bengal indigo, against 2,378 chests Java during 1864, whilst the imports by the private trade have amounted to 2,773 chests against 2,394 chests during the former year.

The Trading Company's stock on 31st December amounted to 1,754 chests, whilst the private trade held a stock of 278 chests Java.

Rice.—The demand for this article has generally been dull; prices have experienced no material alteration, and transactions have been much restricted, owing to the supplies having fallen considerably short of former years.

The imports of all kinds of rice have not exceeded 142,000 bags against 540,000 bags during 1864.

Prices of Java table-rice have varied from 20s. to 25s., according to quality. Of other sorts prices have of late, on account of the exhausted stocks, experienced some advance, white Java rice being now quoted 14s. 3d., and Arracan 12s. 8d.; but there is scarcely any stock left in importers' hands.

Spices.—The greater part of the year, up to the Trading Company's annual sale on the 25th August, had been allowed to pass without any activity, except an occasional demand for immediate wants, having been displayed.

The low prices, however, established at the Company's sale, which comprised—

Nutmegs	2,844 casks.
Mace	731 "
Cloves	1,604 "
Cinnamon	1,622 packages.
Pepper	1,629 bags.

And which commanded 66 cents (= 12d. free on board) for No. 1 nutmegs; 2 cents (= 11 $\frac{1}{4}$ d. f. o. b.) for mace D, and 23 cents (= 4 $\frac{1}{4}$ d. f. o. b.) for cloves No. 1, attracted the attention of speculators, whose purchases subsequently caused prices to advance steadily, till a figure of 1s. 3d. f. o. b. had been reached for nuts; 1s. 3 $\frac{3}{4}$ d. for mace, and 6 $\frac{3}{4}$ d. f. o. b. for cloves, which rates have, however, later in the season, not been maintained.

The stock in the Trading Company's hands, including the quantities lying on warrants, comprises,—

Nutmegs	5,979 casks.
Mace	1,129 „
Cloves	3,455 „

Sugar.—The unusually large stocks of colonial sugar in England, and of beetroot sugar on the continent, with the uncertainty as to the result of the American war, had a most depressing influence on the course of prices during the first six or seven months of the past year.

It was only after the complete cessation of hostilities in America that a better feeling began to pervade the market, and a decided improvement took place. From the beginning of August the demand became more and more animated, as well for export and consumption as for speculative purchases, and as holders throughout showed a great deal of firmness, prices moved regularly and steadily upwards.

Influenced by the often contradictory reports regarding the growing of beetroot crops, a slight fluctuation in prices now and then occurred, but the year closed with an enhancement of from 4 florins to 5 florins (3s. to 4s.) on the prices fetched in the Company's March sale, whilst the opinion in general that the trade during the ensuing spring will be very active.

The imports into Holland of all sugars have amounted to 115,400 tons, against 108,000 tons during 1864.

The total export of refined sugar from Holland has exceeded that of the two previous years, having amounted in all to 74,454 tons against 71,459 tons during 1864. The shipments to England, which chiefly consist of loaves in paper, were about 4,500 tons less than during 1864.

Prices have considerably fluctuated, middling crushed, which fetched 36 florins (31s. 9d.) in January, receded to 32 florins (28s. 2d.) in March and April, and ultimately advanced to 37 florins to 37½ florins (32s. 6d. to 33s.), at which latter rates the Dutch refiners have closed contracts for delivery in February and March next.

Tea.—With the exception of one direct cargo of China teas, per “Freya,” the requirements of the trade during last year have had to be principally supplied from the English markets. The stock of China teas in the hands of dealers and grocers is extremely small, and the trade is looking forward with interest to the arrival of the “Yeavinger Bell” and the “Hydra,” which vessels, with about 16,000 packages of Congous and Souchongs, are destined to this port.

The Trading Company brought forward in public sale last year about 24,600 packages Java teas of all descriptions, which, in the absence of suitable teas from China, fetched very fair prices.

Tin.—This article has again been liable to constant and considerable fluctuations in prices during the past year. Commencing with 56 florins = 95s. 3d. f. o. b. at the beginning of the year, prices often moved, as the season advanced, between that rate and 60 florins (102s. f. o. b.) The Trading Company at their annual sale on the 29th June, comprising 168,700 slabs Banca, and 1,200 slabs Billiton, fetched the uniform price of 56 florins. Subsequent to this sale the market assumed a heavy appearance, and prices gradually declined, reaching in August the low figure of 53½ florins = 90s. 9d. f. o. b.

The advancing prices of tin in the English markets during the last three months, could not fail to have its influence on Banca tin, which thereupon gradually rose to 57½ florins to 58 florins = 97s. 9d. to 98s. 6d. f. o. b.

The stock in hands of the Trading Company, including the quantity lying on warrants, amounts to 190,600 slabs against 146,300 slabs at the same date last year.

Tobacco.—The transactions throughout the past year have been considerable, chiefly in Java tobacco, of which no less than 128,000 bales have been disposed of. The general imports at this port and Amsterdam have consisted of 11,600 hogsheads Maryland and Kentucky, 117,400 bales Java, 2,500 packages Manilla, and 8,900 packages of other sorts, and the stock in importers' hands on 31st December comprised 2,337 hogsheads Maryland and Kentucky, 3,480 bales Java, 2,698 packages Manilla, and 7,100 packages of other descriptions.

Exports of some of the principal articles of commerce from this port during 1865 :—

Butter..	..	..	..	4,674	tons.
Cattle	{	Oxen and Cows	..	67,970	head.
		Calves	..	40,780	"
		Sheep	..	242,410	"
		Pigs	..	33,840	"
Cheese	..	..	..	18,375	tons.
Flax ..	..	..	..	8,253	"
Geneva and other Spirits	..	..	..	2,015,520	imperial gallons.
Stearine Candles	..	..	..	80,000%	value.
Refined Sugar	..	..	..	15,085	tons.

AGRICULTURE.

The general state of the crops has been satisfactory, with the exception of hay, which was scarce and extremely dear, 5*l.* per ton during the first six months of 1865.

The second crop, however, proved abundant and brought down prices to 2*l.* 10*s.* per ton.

The crop of wheat proved moderate, that of rye smaller than was anticipated. Barley was very scarce indeed, but buckwheat proved an abundant crop.

The following is a list of the stocks in Holland on the 1st of January :—

	Wheat.	Rye.	Barley.	Buckwheat.
	Quarters.	Quarters.	Quarters.	Quarters.
1866.....	39,900	274,450	21,680	8,000
1865.....	45,990	249,760	37,290	2,910
1864.....	57,730	248,400	33,390	2,140
1863.....	52,320	205,390	58,180	7,830

The cattle plague has unfortunately made great ravages in this country, in spite of energetic measures by the Government.

Military and naval cordons were established round the infected province (south Holland) and weekly returns were published by the Government in the official Gazette.

Stringent regulations were adopted in conjunction with the local authorities (some of whom, however, proved somewhat troublesome and refractory), but in spite of every precaution the disease increased, and when the cattle were removed from the pastures to the stalls the weekly returns showed a fearful development of the disease, rising on the 30th December to a total of 21,000 head attacked, whilst the first week in December had only exhibited a total of 11,000 head attacked.

The military and naval cordons did not confine the disease to the province of South Holland, as it has since spread to the provinces of North Holland and Utrecht without, however, showing itself in such an aggravated form.

An exception was made to the stringency of the cordon regulations in favour of the through traffic of cattle from Germany along the Rhenish railway, which passes through the heart of infected and non-infected districts.

Considering that the export of cattle to England from the Dutch ports amounts to about 140,000 head per annum, this concession in favour of so large a traffic was almost necessary, but it is placed under the strictest surveillance.

It is a sad fact that thus far no specific remedy against the disease has been discovered, vaccination, homeopathy, and all the old as well as the new homeopathic and allopathic remedies, having equally failed one after the other.

The only consolatory evidence seems to be that the disease loses much of its virulence when it attacks well-fed animals housed in properly-cleaned and ventilated sheds.

The proportion of recoveries amounts to from 30 to 35 per cent. of the number attacked.

The total number which have succumbed since the commencement, up to 31st December, 1865, was 6,121, besides which 5,705 were killed.

GENERAL REMARKS.

The year 1865 commenced under the unfavourable influence of the American war, the speedy conclusion of which was then not yet to be expected, which consequently greatly checked commercial undertakings.

The success of the Northerners, however, which put a stop to the hostilities, greatly contributed to restore confidence in trade, which caused a revival in business, traffic, and industrial undertakings, although the high expectations of some were not realised.

Money throughout the year has been dear, the discount at the Netherland bank, which during the first six months fell from 5 to 3 per cent., gradually rose till the 16th November, when it reached 6 per cent.

Notwithstanding this pressure on the money-market, no commercial disasters or failures of any importance have occurred.

The Marine Insurance Companies have not worked profitably, in consequence of the unusual large number of casualties during the year.

A great measure has been adopted during 1865, namely, the abolition of the local excises, by which the inland traffic obtains a facility and cheapness, which cannot fail to influence favourably the general prosperity of this port.

The exchange on London has ranged from 11 florins 66 cents to 12 florins per £ for short bills, and from 11 florins 57 cents to 11 florins 85 cents per £ for bills at two months' date.

Rotterdam, April, 1866.

PERU.

ISLAY.

Report by Mr. Consul Wilthew on the Trade of Islay for the Year 1865.

Shipping and Navigation.—The total amount of British and foreign shipping at this port for each of the last five years has been as follows :—

	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1861	46	17,770	45	17,450
1862	52	16,638	50	15,889
1863	54	19,319	54	19,319
1864	37	16,743	37	16,743
1865	36	16,826	36	16,826

Trade and Commerce.—The following is the value of imports and exports for each of the last five years.

	Imports.		Exports.	
	£		£	
1861	256,453		392,545	
1862	308,853		384,835	
1863	323,857		405,581	
1864	175,011		461,334	
1865	186,051		428,421	

It will be seen that the value of exports has far exceeded that of imports as in the previous year. This has been principally owing to the high price of cotton goods in checking consumption. It must, however, be borne in mind that the indirect importation by the steamers, and which cannot be classified as to country, or the value of the goods ascertained, is always very considerable.

The exportation of alpaca wool has increased over that of the previous year, but there has been a slightly falling off in that of sheep's wool, bark, and the precious metals. More wool would have been shipped had there been more beasts of burden to bring it down from the interior.

If peace be maintained in the country, exports in the year 1866 will probably be large, as prices of wools are high, and production is being stimulated in the wool-growing countries.

The average price on board, per Spanish quintal, of the raw material exported during the year has been as follows :—

				s	c.
Vicuña Wool	..	..	..	70	0
Alpaca Wool	..	..	..	69	0
Sheep's Wool	..	..	..	31	4
Bark	..	..	..	\$70 to \$80	
Matico	..	..	..	15	0
Rattany	..	..	..	12	0
Copper Ore	..	..	..	15	0
Gold Dust	..	..	per oz. at Arequipa	16	0
Plata Piña	..	..	the mark of 8 oz.	12	0

The average rate of exchange has been for a long time past 37*d.* to the dollar.

Agriculture.—The cotton seed sown in the valley of Camana, to the north of this port, as mentioned in my last Report, has proved a failure, the soil it appears not being adapted for the purpose. That sown in the valley of Tambo, to the south, has thrived; but the quantity is very inconsiderable.

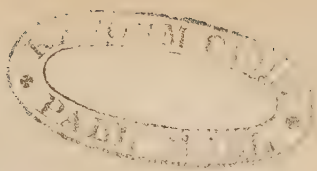
Public Works.—The railroad from Mejia, or from some other point of the coast, to Arequipa, a concession for which, as mentioned in my last Report, was granted to certain parties, will, it is supposed, not be carried into effect; the persons who have obtained the concession not being able to comply with the contract; and although thrown upon the English market, it appears it has met with but little support.

Should the agreement not be complied with, which stipulates for the commencement of the work by the 15th of November, 1866, doubtless other parties will apply for, and obtain, the concession.

General Remarks.—On account of the revolution which broke out in the month of February in Arequipa, and lasted till the month of November, when the revolutionary forces entered Lima, it is only astonishing that commerce should have progressed as it has done; for as everything in this country is transported on mules, and so many of these animals were impressed for the transport of the army, all trade has languished, the carriers being afraid to move from their homes until they were sure of not being molested; not wishing to expose themselves or their beasts to the danger of being recruited for the service of either the revolutionary party or that of the Government.

I am given to understand, upon reliable authority, that more than 2,000 mules were taken from the Department of Cuzco by the revolutionary forces on their march to Lima, and that few have found their way back to their owners' hands, and in the majority of cases have not been, and most probably never will be, paid for.

Islay, March 14, 1866.



RUSSIA.

ODESSA.

Report by Mr. Consul-General Grenville Murray on the Trade of Odessa for the Year 1865.

Shipping and Navigation.—The number of British vessels which arrived at Odessa during the year 1865 is less than in former years. This arises from the increased number of steamers chiefly belonging to the Imperial Russian Company now running regularly between London and Odessa. Austrian and Italian sailing vessels also are willing to accept much lower freight than English ships, and are therefore preferred for ordinary cargoes. Though, for cargoes when unusual care or expedition is required, British vessels have still a marked preference.

The important works for the improvement of the port and harbour of Odessa are about to be commenced this year. They have been entrusted to the Imperial Russian Steam Navigation Company.

Trade and Commerce.—The tariff, which has hitherto occasioned great complaints, is about to be reformed, and the customs are generally well-administered by the present Director-in-Chief of this district, Mr. Mardvinoff. Trade has increased largely during the past year. The administration of the law excites constant, serious, and well-founded complaints. Debts cannot be recovered, and crimes of all kinds, both against persons and property, remain unpunished. Several new banks have been recently established, and a great deal of British capital is employed in private banking here. Interest on money lent on good security varies between 8 and 20 per cent. Exchange for the £ sterling may be quoted at eight roubles.

Agriculture.—The crops for 1865 were generally bad and poor. Grain of all description forms the chief produce of this country. Three-fourths of the land continues to lie waste owing to the scarcity of hands to cultivate it, the want of money to purchase machinery, and the intelligence to manage it properly. Vegetable produce of all kinds is scarce, owing to the dry nature of the soil here. A large trade is carried on in the export of cattle, chiefly oxen, of a very good sort from Bessarabia, and powerful fast trotting draught-horses from the Ukraine.

Population and Industries.—Odessa contains a fixed population of about 120,000 inhabitants, with a fluctuating population of about 20,000 more. Since the emancipation of the serfs there has been a strong tendency among the peasantry to collect in towns where work is more plentiful and better paid. Odessa has a very mixed population, foreigners outnumbering the native Russians. The precise figures cannot be given with certainty, but the population is made up of Greeks, Jews, Russians, Germans, Turks, Moldo-Wallachians, French, Italian, and English. All trade and dealings in money are, however, gradually getting entirely into the hands of Jews; the old Greek, Italian, and German commercial houses retiring before them. The French are chiefly tailors and milliners, the Germans agriculturists, the English engineers and stone-cutters. Russian noblemen still continue to make cloth, sugar, and brandy; but since they have been unable to command slave labour, many of their factories have been closed for want of hands. Those that remain at work produce small uncertain profits and bad articles.

Public Works.—The paving of Odessa with granite progresses slowly in consequence of the scarcity of labour and long winters. During the past year this city has been lighted with gas. A railway has been opened between Odessa and Balta, and another between Odessa and Tiraspol. Both these railways have been made by military convicts working under the superintendence of Baron Ungern-Sternburg. A canal is projected between Odessa and the Dnieper, and an endeavour has been made to raise funds in England to carry this project into execution. Telegraphic communication between Odessa and the rest of Europe is now fully established. A message can arrive from London in about four hours.

State of Post Roads.—The state of the post-roads is very bad, but posting is cheap and post-horses good; the average rate of travelling in good weather is about ten miles an hour. Sledging over the snow may be done at about twelve miles an hour.

General Remarks.—It is impossible to avoid remarking the constantly increasing civilization and general prosperity of this country. Great liberty is allowed both in public speaking and writing. Education advances rapidly. The University of Odessa prospers, and several new schools, excellently administered, have been opened. All symptoms of public discontent and revolutionary ideas have disappeared. Even the Poles in this district, who are very numerous, appear reconciled to the Government. The value of lands, houses, and produce of all kinds, is rising rapidly. Wages and living are, at least, three times as high as in England. New buildings and public works are going forward in every direction. Local affairs administered entirely by the new municipality, and freely discussed in public, excite eager interest. The town expenditure is carefully watched, and old abuses of all kinds are fast dying away.

Odessa, April 2, 1866.

WIBORG.

*Report by Mr. Consul Herman Lorentz on the Trade and Commerce of
Wiborg for the Year 1865.*

THE expectation expressed in my last year's report, that the decline in the commercial movements of this port during 1864 would be amply made good by a more lively traffic in the following year, has been more than justified, for I have the satisfaction to state, that the extent of trade and navigation during the past year, and the participation in it by the British flag, is the largest that has ever been recorded at this port.

SHIPPING AND NAVIGATION.

The navigation in 1865 opened on the 20th May, and closed on the 28th November. The arrivals and clearances were as follows :—

Nationality of Vessels.	ENTERED.				
	With Cargoes.	In Ballast	Total.	Tonnage.	Crews.
In 1865—					
British ..	20	210	230	62,545	2,240
Finnish ..	103	98	201	32,817	2,712
Norwegian ..	14	70	84	33,545	1,026
Russian ..	5	2	7	1,368	41
French ..	..	15	15	3,120	100
Danish ..	4	12	16	4,307	137
Lubeck ..	5	2	7	1,242	55
Others ..	11	38	49	13,974	411
Total ..	162	447	609	152,915	6,722
In 1864—					
British ..	14	153	172	45,206	1,648
Others ..	127	53	180	28,945	1,458
Total ..	141	211	352	74,151	3,106
In 1863—					
British ..	13	184	197	47,793	1,784
Others ..	213	85	298	55,745	3,013
Total ..	226	269	495	103,538	4,797
In 1862—					
British ..	6	133	139	34,136	1,264
Others ..	185	109	294	62,503	3,616
Total ..	191	242	433	96,639	4,880

Nationality of Vessels.	CLEARED.				
	With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.
In 1865—					
British ..	229	1	230	62,545	2,240
Finnish ..	128	73	201	32,817	2,712
Norwegian ..	84	..	84	33,542	1,026
Russian ..	7	..	7	1,368	41
French ..	15	..	15	3,120	100
Danish ..	16	..	16	4,307	137
Lubeck ..	7	..	7	1,242	55
Others ..	49	..	49	13,974	411
Total ..	535	74	609	152,915	6,722
In 1864—					
British ..	172	..	172	45,206	1,648
Others ..	191	3	194	32,659	1,600
Total ..	363	3	366	77,865	3,248
In 1863—					
British ..	197	..	197	47,793	1,784
Others ..	287	6	293	55,039	2,911
Total ..	484	6	490	102,832	4,695
In 1862—					
British ..	140	..	140	34,535	1,280
Others ..	275	16	291	62,143	3,594
Total ..	415	16	431	96,678	4,874

The arrivals of vessels of all nationalities from various countries and places during the last four years are exhibited in the following Table:—

Country whence Arrived.	Number of Vessels.			
	1865.	1864.	1863.	1862.
Great Britain	138	77	56	42
Russia	195	175	302	243
Finland	96	40	64	81
Lubeck	22	18	19	15
Norway and Sweden ..	21	5	18	11
France	15	5	6	10
Denmark	34	1	4	10
Hamburgh	6	3	6	5
Spain	3	10	4	5
Brazils	3	1	2	3
Holland	29	5	4	3
Italy	5	4	6	2
Other Countries	42	7	4	3
Total ..	609	395	495	433

The departures during the same period were as follows:—

Country whither Departed.	Number of Vessels.			
	1865.	1864.	1863.	1862.
Great Britain	328	233	228	178
France	62	25	77	69
Russia	70	29	63	65
Finland	71	36	61	46
Holland	34	17	10	21
Spain	7	1	16	16
Sweden	..	2	..	14
Lubeck	18	15	12	13
Other Countries	19	8	23	12
Total	609	366	490	434

The mercantile fleet registered at this port consisted, at the close of 1865, of twelve sea-going sailing vessels, viz. :—

1 Full-rigged Ship of	554 Finnish Lasts.
2 Barques	355 " "
1 Brig	118 " "
8 Schooners	579 " "

Twelve vessels of together 1,606 Finnish lasts, equal to 3,812 tons, at the rate of 238 tons per 100 Finnish lasts; besides 1 sea-going steam-boat of 200 horse-power, 15 small steamers for the towing service, and 144 sailing craft, of a total burthen of 9,513 Finnish lasts, or 22,640 tons, the latter being employed in the conveyance of wood goods over the Saima lakes.

The coasting trade at this port, with the other Finnish gulf ports, and chiefly with St. Petersburg, has been of greater importance in the by-gone year than in the year preceding the last, as will appear by the subjoined three statements. The cause of this increase is explained by the failure of the harvest in 1864, and by the equally deficient crop in the past year, which called for large quantities of corn to supply the pressing wants in this and the northern districts of Finland, and mostly for the conveyance of corn from Russia, there were employed :—

Nationality of Vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
In 1865—						
Finnish ..	395	26,040	1,580	394	25,992	1,580
Russian ..	83	14,940	332	83	14,940	332
Total ..	478	40,980	1,912	477	40,932	1,912
In 1864—						
Finnish ..	257	21,902	992	240	20,237	924
Russian ..	22	2,890	90	21	2,639	85
Total ..	279	24,792	1,082	261	22,876	1,009
In 1863—						
Finnish ..	253	33,117	1,012	240	31,416	960
Russian ..	49	9,329	196	49	9,329	196
Total ..	302	42,446	1,208	289	40,745	1,156

TRADE AND COMMERCE.

The value of imports in 1865, amounting to 11,727,810 Finnish marks, or 390,855*l.*, shows a considerable increase as compared with previous years; but consumption not having kept pace with such large supplies, and the monetary reform introduced last autumn having greatly curtailed the demand from the interior for all sorts of goods during the winter months, we are lying over with a heavy stock, and our merchants seem to be determined to keep within very narrow limits in ordering fresh goods for the ensuing season.

The chief articles imported during last and the preceding three years are exhibited in the following Table.

Articles.	1865.	1864.	1863.	1862.
Sugar .. lbs.	2,401,670	1,851,172	2,426,221	1,830,396
Coffee .. "	1,880,750	1,894,692	1,048,542	1,358,644
Salt .. tons	15,130	16,132	15,995	11,061
Manufactures £	28,012	27,849	17,802	13,800
Coals .. tons	3,105	3,670	6,012	2,887
Wine .. gallons	12,531	12,503	10,715	12,675
Spirits .. "	3,340	16,318	19,109	13,353
Herrings .. barrels	6,432	2,810	11,928	6,926
Grain impr. qrtr.	108,638	58,271	57,544	87,117
Tallow .. lbs.	966,881	985,897	350,468	753,975
Total Value £	390,855	277,977	282,250	351,436

The value of imports from the respective countries during last and the three preceding years, is shown by the following comparative statement.

Countries.	1865.	1864.	1863.	1862.
	£	£	£	£
Great Britain ..	26,264	19,080	27,686	15,274
Russia ..	245,912	148,203	139,210	206,630
Lubeck ..	49,210	62,492	41,729	43,733
Sweden and Norway ..	9,123	6,205	11,529	9,425
Hamburgh ..	15,902	3,794	22,154	26,440
Spain ..	4,046	5,508	3,343	4,445
Holland ..	..	2,062	2,215	3,496
France ..	2,707	2,180	450	411
Italy ..	3,992	1,477	1,575	1,767
Brazils ..	33,699	26,976	32,359	39,815
Total ..	390,855	277,977	282,250	351,436

The quantities of the chief articles exported during these last four years were as follows:—

Articles.	1865.	1864.	1863.	1862.
Deals and Boards loads	171,720	106,124	111,985	130,848
Square Timber ..	2,820	1,992	3,754	2,909
Butter .. lbs.	838,258	258,032	209,060	34,264
Stearin Candles ..	317,155	345,880	236,834	344,740
Bristles ..	24,661	29,377	27,852	20,786
Total Value £	282,771	214,687	253,244	217,399

The value of exports to the various countries during the same period is distributed as follows:—

Countries.	1865.	1864.	1863.	1862.
	£	£	£	£
Great Britain	160,567	161,961	166,667	130,848
Russia	53,690	17,473	16,748	10,536
France	30,171	12,106	40,429	42,532
Spain	2,876	999	12,349	9,263
Lubeck	19,554	11,733	5,738	8,198
Holland	9,120	6,795	4,310	7,405
Denmark	3,783	3,620	6,018	3,822
Sweden and Norway ..	..	..	..	2,495
Belgium	3,010	..	..	2,039
Bremen	..	..	..	261
Mecklenburg	..	..	985	..
Total	282,771	214,687	253,244	217,399

The rate of exchange used in the above Returns for converting Finnish currency into British sterling, is 32*d.* to the silver-rouble; 1 silver-rouble = 4 Finnish marks; or 30 marks = one £ sterling.

Large as the exports of deals have been last year, the profits exporters have derived from them are far below the result in years of minor importance, for prices in England ruled uncommonly low throughout the season, the average figure having been about 6*l.* 5*s.* per Petersburg standard, free on board, and had not the very low rate of the Russian exchange mightily benefited our exporters, they would hardly have got out without loss. For the ensuing season the prospects in the deal trade are still less promising, for contract-sales have already been closed in England as low as 5*l.* 12*s.* 6*d.* per standard, free on board, and this price our sellers will have to take at an exchange, which, in consequence of the recently introduced Finnish mint reform, has been lowered to 25 marks 20 penni, or 6 silver roubles 30 copecs, for the £ sterling, equal to about 38*d.* for the silver rouble; whilst, on the other hand, the cost of producing the deals have not, and from various causes will not, for a long time to come, be reduced in the same proportion. Under so gloomy aspects many saw-mills in the interior have stood still during the winter, others have only been worked with half-power, and the supplies for this season's exportation will fall considerably short of last year's extent.

Deal freights to London and the ports on the East Coast experienced very little fluctuation, and stood almost stationary at 60*s.* per Petersburg standard.

THE FINNISH MINT REFORM.

With reference to my remarks in my Annual Reports for 1860 and 1862, under the rubric of New Finnish Coin, I have now to state that an Imperial Manifest, dated Helsingfors, the 8th November, declared from and after the $\frac{1}{13}$ th November, 1865, besides the coined silver rouble and its subdivisions, the coined silver mark, with its various subdivisions, to be the only legal tender in this Grand Duchy.

The Russian paper-money, still circulating in Finland in large amounts, has ceased from the said day to be a legal tender, but considering that a sufficient quantity of the newly-coined silver marks and its subdivisions did not yet exist when the manifest was issued, and could only gradually be minted and spread among the public, another

Imperial Decree, bearing the same date, ordained that the notes issued by the Government Bank of Finland in 1863, of the value of 100, 40, 20, 12, 3, and 1 mark should remain a legal tender until the $\frac{1}{13}$ th March, 1866.

The mark in the Swedish, or markka in the Finnish language, is divided into 100 penni. Each mark is equal to $\frac{1}{4}$ rouble silver, or 1 solotnik $5\frac{1}{4}$ doli, pure silver, consequently 52 Finnish marks is equal to 1 Cologne mark, pure silver, and the silver value of 1 Finnish mark is equal to the silver value of 9·69*d.* sterling, or as nearly as possible to 1 franc. This reform has been hailed with great satisfaction by the non-trading population, whilst the exporters grumble bitterly at the reduction of nearly 25 per cent. which has thereby obtained in the value of the £ sterling, in which money all sales to Great Britain are effected; and, in fact, their dissatisfaction is not unjustified, for it will take a long time for them until they succeed in producing for less money, of a higher intrinsic value, the same quantity of wood goods as they did before the reform.

As yet the new measure has been attended with great confusion and embarrassment in all money transactions, and in the presence of the Russian bad course of exchange, which now in April has receded to 29*d.* for the silver-rouble, without betraying symptoms of a speedy improvement, experience can only show how far the Finlanders will be able to preserve vital power to a reform which purports to keep them entirely independent of the fluctuations of the Russian money-market.

AGRICULTURE.

Under this head I am sorry I have to report the same sad story in my last preceding three annual Reports; the harvest in the northern districts of this Grand Duchy has last year again been a total failure, and the accounts of the distress in the Governments of Kuopio, Uleaborg, and Wasa, are truly heart-rending. It is much to be regretted, and, in fact, our authorities cannot too strongly be censured for it, though that timely enough warned of the coming calamity, they have not taken efficient measures towards checking it. In the way of private collections large sums have been made up for the relief of the poor sufferers in the North, and it remains to be hoped that Government on their part will not be loth* to mend their former carelessness by sending up a sufficient supply of corn to the famine districts as soon as navigation reopens.

Wiborg, April 30, 1866.



SAXONY.

LEIPSIG.

Report by Mr. Consul-General Crowe on the Trade of Leipzig for the Year 1865.

THE trade of Leipzig, which deserves to be called not only the trade of Saxony, but in many respects that of Germany, offered a picture in 1865 probably similar to that of other European countries. At the opening of the year, nothing had occurred to alter the ordinary current of commerce formed during two or three years previous. Spring brought the news of the Confederate defeat, and immediately reduced the price of raw material for manufactures by one-half. At the Easter Fair business was momentarily affected by the heavy fall in quotations for cotton goods; but even before its close, the demand for woollens for transatlantic supply had begun; and, as in the course of summer, the immense exhaustion of the United States markets became known, and the price of raw material rose, German trade reaped its share of the enormous profits that were made. It will be seen from the following Table that, though the New Year's and Easter Fairs were but average ones, that of Michaelmas in many respects surpassed those of a similar period in past years, showing a marked increase in the supply of cotton manufactures, yarn, and made up clothes; in mixed goods of silk and cotton, or silk and wool, but especially in woollens of every kind. And this large business was done in Zollverein goods in the face of an active competition begun in July with the produce introduced under a new tariff from Great Britain, Belgium, and France.

QUANTITIES of Goods, the Manufacture of the States of the Zollverein,
brought to the Leipsig Fairs in the Year 1865.

	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
		Centners	Centners	Centners
1	Cotton Goods	14,278	30,393	32,633
2	Cotton Yarn	640	1,618	1,976
3	Iron Wares	2,037	4,821	5,165
4	Glass and Mirrors	756	2,384	2,642
5	Fine Wood Manufactures ..	286	1,232	2,133
6	Instruments	296	576	709
7	Made-up Clothes	476	895	1,293
8	Copper and Brass Manufactures..	200	521	859
9	Hard and Small Wares	1,849	9,160	9,820
10	Leather	11,521	27,786	31,953
11	Leather Wares	1,266	2,517	4,019
12	Linen Wares	4,789	12,054	10,853
13	Paper	630	655	1,010
14	Porcelain and Earthenware ..	1,173	3,273	4,318
15	Furs	233	1,044	1,313
16	Silk Wares	598	2,401	2,314
17	Mixed Silk Wares	380	689	687
18	Straw Manufactures	10	540	79
19	Carpets	76	198	261
20	Woollen Manufactures	29,585	50,843	65,318
21	Weighing Machines	236	270	506
22	Other Articles	701	1,675	1,418
Total		72,021	155,545	181,279
Grand Total ..		408,845 Centners.		

The import trade of the district in 1865 was the same in miniature as that of the Zollverein. The receipts for import dues in the Zollverein amounted to nearly three and three quarter millions sterling in 1864, they were hardly above three and a half millions in 1865. This arose from the dulness of business in the first half of the last-named year consequent upon the long expected reduction of the tariff. The receipts of the second half-year, when the new scale of charges came in force, far exceed those of the first, and show what an impulse was given by the reduction of duties to the commercial movement in the latter period. Importers in every branch naturally held back till July, and prepared themselves to supply the market with a new class of goods hitherto unseen in the Zollverein. The interval was favourable to German manufacturers, who made what use they could of the opportunity.

The following Table shows that, though a smaller business was done in foreign imports generally in 1865 than in 1864, yet that an increase for 1865 over 1864 is apparent under the following heads; viz., woollens (plain and mixed), raw cotton, and all classes of yarn. Nor is it doubtful that the last half-year, taken alone in comparison with the same period of 1864, would prove an increase in the business for cotton and linen fabrics.

ACCOUNT of the Quantities of Foreign Goods wholly or in part Manufactured, and of Raw Materials for Manufactures, Imported into Leipsig at and between the Fairs in the Year 1865, and of those sold for Home Consumption and Exportation respectively, including the Goods remaining in Warehouse at the close of 1864.

	Description of Goods.	Imported.	Sold for Home Consumption.	Sold for Exportation.
	I.—MANUFACTURES.	Centners	Centners	Centners
1	Cotton Manufactures (chiefly British) ..	9,875	3,086	3,997
2	Hardware (coarse British) duty 4 thalers.	2,441	1,096	334
3	Fine ditto (duty 15 thalers)	694	306	283
4	Ditto (duty 50 thalers)	126	90	21
5	Silk Manufactures	2,004	857	691
6	Mixed Silk Manufactures	982	652	274
7	Woollen ditto, plain, chiefly British } (duty 25 and 80 thalers)	10,464	1,042	2,873
8	Ditto, ditto (duty 10 and 20 thalers) ..	11,788	8,015	3,237
9	Cotton Yarn (British)	33,412	26,883	2,354
10	Iron Manufactures	4,187	3,456	159
11	Glass	4,754	4,131	285
12	Wood Manufactures	2,279	1,156	33
13	Instruments	475	416	3
14	Clothes	386	302	83
15	Copper and Brass Manufactures	395	368	9
16	Leather and Leather Manufactures ..	2,039	944	476
17	Gloves	11	11	..
18	Linen Yarn	1,535	1,414	49
19	Linen Bleached (British)	1,122	770	205
20	Cambric, Tape, &c.,	19	10	2
21	Paper and Paper Manufactures	390	374	11
22	Silk, twisted, untwisted, and dyed ..	2,353	1,189	517
23	Straw Manufactures	626	612	11
24	Porcelain and Earthenware	456	367	23
25	Wax and Oil-cloth	3,896	2,170	1,004
26	Woollen Yarn (British)	58,782	50,705	4,296
27	Carpets	667	226	268
28	Other Articles	24,060	23,455	242
	II.—RAW ARTICLES.			
29	Raw Cotton	15,045	15,045	..
30	Drugs and Chemicals, Dyes	35,267	32,763	843
31	Raw Hides, Skins, and Furs	39,682	37,558	2,021
32	Cocoa-nut, Palm, and other Oils ..	23,694	22,796	12
33	Sheep's Wool	22,357	22,357	..
	Total ..	316,213	264,562	24,626

The cheap tariff of July, 1865, produced an instant change in the nature and quantity of the imports of staple cotton manufactures from Great Britain into the Zollverein, goods, such as shirtings, which had previously been totally shut out by the high duty of 50 thalers per centner, found a market by being admitted at 10 thalers. The price of raw cotton had fallen in the English ports so as still further to encourage the dealers. The result was a very brisk and remunerative business, into which even houses which had never before handled the article ventured with great spirit. In autumn, after the first successes had been achieved, a high range of prices in cotton checked the impulse previously given. Many of the sorts imported were found presently unsuited to the wants, or rather the habits, of the German people; and I may add that complaints—I fear

justly founded complaints—were made that the stuff was not always of quality equal to sample, nor generously measured.

An extraordinary concurrence of circumstances also favoured the expansion of the business in British yarns of wool and cotton; but it was chiefly owing to the large commissions from America to houses here, that the consumption of yarns on the part of Saxon and Bohemian manufacturers so much exceeded that of previous years. For the first four months dulness prevailed, and in spite of falling prices the demand from the weaving districts was very small. Between January and the close of April, namely, the quotations for “doubled” and “No. 30 weft” fell respectively 40 and 18 per cent. At the beginning of May a new life began to show itself. Prices rose as the demand became more brisk. The quantities held here were quickly exhausted, and Manchester could not cover the Saxon demand quick enough for the eagerness of purchasers. There was a run chiefly on Nos. 60 and 70 “doubled.” So matters went on till the end of June when there was a pause. “doubled” having risen in the two months 55 per cent., and “No. 30 weft” 26 per cent. In September the run came on afresh, this time for fine summer yarns. Nos. 80, 100, and 120 doubled; and in December, No. 100, which had been quoted in June, *3s. 7d.* per lb., had risen to *4s. 9d.*, leaving Nos. 60, 70, doubled, and wefts unaltered. A fresh demand was apparent during this period for vegetable yarn, a mixture of silk, wool, and some vegetable fibre. In general it may be observed that in 1865, as at previous periods, the yarn-dealers of Leipsig imported little else besides “doubleds” from Manchester of Nos. 40 to 120, and No. 30 single weft from Bradford; their business being comparatively small in ordinary yarn, such as Nos. 40 and 50 medium, Nos. 60 and 70 small, Nos. 20 and 30 water, in which the German spinner actively competes. From Bradford too there is a small demand for Nos. 28 and 36 single wefts, for Nos. 26 to 40 twofolds. The high price of Bradford No. 30 weft, caused it to be somewhat neglected at the close of 1865 in favour of German and French carded and worsted yarns.

The trade in Nottingham lace and net was not perfectly satisfactory. Ever since Calais has competed with Nottingham in this manufacture, the sale of fancy articles on the Leipsig market (which is the *dépôt* of Germany in this branch) has declined. The new tariff works unfavourably too for the commoner produce, inasmuch as the difference between “clear” at 16 thalers per centner, and “not clear” at 30 thalers, is disadvantageous to the cheaper sorts of tissues. Still in plain Nottingham goods, of which quantities are imported as half manufactured, to be embroidered or worked up in the factories of the Voigtland and Erzgebirge, the business was about an average; the light weight of the tissues, and the comparatively small quantity of cotton which they require, making them independent in a great measure of oscillations in the price of the raw material. There is at present an agitation in the manufacturing districts of Saxony for a drawback on net when re-exported after being worked over in the stools of Eibenstock, Planen, and other places; but it is not known what the result of this agitation may be. The re-export of Nottingham plain goods to Russia and Poland was better in 1865 than usual. Upon a class of cotton goods, the importance of which was decreasing in the Zollverein, the lowering of duties had a marked effect. Cotton velvets and cotton twills and drills imported from England, which had almost disappeared from the Leipsig market, again became an article of profitable commerce.

Woollen Manufactures.—The new tariff was known to favour the importation of many woollen articles of British, French, and Belgian fabrication; and the spring of 1865 was spent by German houses, or by

the agents of houses abroad, in preparing for the opening of the market in July. Bradford especially was expected to derive advantage from the reduction of duties on milled or fulled cloths from 30 thalers to 10 thalers the centner: and large quantities of trouserings and coatings, so called "pilots, presidents, witneys, naps," &c., were bonded in June, at Leipsig, on the faith of the tariff which declares that "all woollens not printed, that is, fulled or milled cloths, stuffs, felt, and hosiery, shall pay a duty of 10 thalers. All woollens not printed, not fulled or milled, shall be liable to a duty of 20 thalers per centner." On inquiry it appeared that the instructions issued to the custom-houses gave an unusual interpretation to the term "fulled or milled cloths," *i.e.*, that woollens were to be considered fulled which were so felted or covered with nap on both sides as to conceal the run of the thread. Under this interpretation quantities of fulled woollens would have fallen into the class of "not fulled," and been liable to the duty of 20 thalers, because the run of the thread is distinctly observable on both sides of Bradford goods which have undergone an undoubted process of fulling. An appeal was made to the Saxon Government upon this subject, and the custom-house at Leipsig was instructed to set aside the interpretation complained of and substitute for it another, according to which "all woollens should be subject to the lower duty if they evidently bore the marks characteristic of the fulling process." Under these circumstances the trade in non-German wool assumed unusually large proportions, the German manufacturers being unable to produce anything like the cheap trouserings, coatings, pilots, naps, of Bradford, without importing first the wool out of which they are made at a cost of carriage almost precluding competition with the foreign article. The liberality of the Saxon Government was reproved by some of the Zollverein States; and even the Prussian administration, which the public considers more inclined towards free trade than that of other German States, joined in this reproof. Hence a customs' conference at Berlin in October, the result of which was to annul the Saxon instructions as to fulled cloth and substitute another in its place. As, however, the new instruction was not enforced till January 1, 1866, and has not much affected the trade of 1865; and as hopes are entertained that it will be reconsidered, the question may enter into a better phase shortly.

The business in elastics is thriving, as the German manufacturers can not attain to the perfection of ours; and the same may be said of printed woollens, cords, comforters, plaids, flannel, and mixed articles of various kinds, both for consumption in the Zollverein and for re-exportation.

Linen.—The linen trade was healthy, though it shows a slight decrease for 1865 as compared with 1864.

Silk.—High prices ruled in the silk trade during 1865. Quotations reached their culminating point in June on intelligence being received of the short yield in the French and Italian harvest. At the close of December they were still from 20 to 25 per cent. above those of January, and from 30 to 40 per cent. above those of January, 1864; nor did increased imports of Asiatic sorts conduce to a fall. It was, therefore, supposed that the general supply of silk from every quarter was insufficient for the demand; and there remained a hope that a good harvest in 1866 might make the staple cheaper. At all events the trade in raw silk, which chiefly occupies the Leipsig houses, fell off considerably, the business in "best," for whole silk stuffs, being materially affected; and that for silks used in the production of mixed stuffs unsatisfactory. In proportion as raw silk became more scarce and valuable, spun silk gained a market, although here also prices kept pace with the general rise in quotations. Of these spun silks a part were imported from England, a part from Switzerland, and the consumption became very great so soon as the market

of the United States was re-opened. Since October, however, the value of even these has increased to an extent which materially reduced the importation. The range of prices was not less unfavourable to sewing-silk than to other kinds. But here also spun-silk has been used to cover the scarcity of the genuine article; and well-twisted sorts have had a market. Fashion gave a favourable turn to the sale of all raw and twisted and spun silks useful for the manufacture of haberdashery, whilst the staples required for fringes, lace, and veils, were dull of sale.

Hides.—it will be noticed that the import of hides was much smaller than usual this year. This is a feature which appears in the British trade in the same article. The consequence was a high price for every sort, accompanied by a fall in the value of home goods and leather.

Produce.—The subjoined Table does not give the whole of the imports in 1865 of articles chiefly of colonial produce contained in it, because much that is stored and consumed here pays duty at the frontier; but the figures, such as they are, still have interest.

Articles.						Quantities that paid Duty at Leipsig in 1865.
1	Dates, Figs, Currants, and Almonds	..	..	centners		25,385
2	Pepper and Pimento	..	..	..	..	8,456
3	Cinnamon and other Spices	..	..	..	..	1,364
4	Indigo	..	..	..	..	1,221
5	Rice	..	..	..	..	28,237
6	Sugar, raw or in loaves	..	..	..	..	17
7	Syrup, Indian	..	..	..	..	6,590
8	Coffee	..	..	..	..	79,138
9	Herrings	..	..	..	tons	2,607

The dealers here justly complain of the high duty on currants and raisins, which is now equal to 40 to 60 per cent. *ad valorem*, and propose to substitute a charge of 2 thalers per centner for that of 4 thalers now imposed. They also point out that pepper, pimento, sugar, and cloves, which now pay 6½ thalers per centner, or 40 to 60 per cent. *ad valorem*, ought to be admitted at lower duties. Herrings are described as the food of the poor, especially since the increase of the price in meat. The ton varies in value from 10 to 15 thalers, and pays one thaler duty. The import into the Zollverein is upwards of half a million of tons, and it is suggested that the duty ought to be lowered. The same course is recommended here for the duty on rice, the consumption of which has become very large, although the duty is equal to an *ad valorem* charge of 20 to 33 per cent.

With regard to colonial and manufactured goods in general, as imported from England, all Germany seems unanimous in demanding the correction of a great nuisance. I mean the increase of larceny in docks or on board ship. I have before me an address in which well-known merchants from all parts of this continent—after quoting instances where cases of indigo, coffee, and raisins, have been found lighter by many pounds on landing than they were when taken out of dock—declare that they believe these larcenies occur either in the docks in London or during the carriage from the docks to the ship. It is therefore proposed—

1st. That all packages or bales, whether of coffee, indigo, lac-dye, cochineal, or manufactured goods, must be weighed immediately before being taken from the docks to the quay, and the weight be noted in the way-bill or bill of lading.

2nd. The steam companies are also to weigh when they take the packages on board, and thus check the way-bill or the bill of lading. In the event of commission houses and steam companies refusing to undertake these duties, the signatories of the address declare that they will curtail their dealings with the port of London, and withhold their custom from the steam companies, and at any rate never pay for more than the actual weight on landing at the port of discharge. The address is signed by the chief merchants of Leipzig, Dresden, Magdeburg, Mannheim, Chemnitz, Prague, Vienna, Pesth, Breslau, Stettin, Nuremberg, Berlin, and Cologne.

The Harvest.—The harvest of 1865, in Saxony, is statistically proved to have been a bad one, the hill country (Erzgebirge and Lusatia) alone having been favoured with comparatively good weather. Saxony therefore was to a greater extent than usual an importer of corn, competing with Prussia, in which the harvest was but three-quarters of an average, for the supply that poured in unaccustomed masses from the Prussian and Austrian provinces. There is perhaps no more remarkable fact in the history of the German corn-trade in 1865, than that for several weeks of autumn the carrying powers of railways running from south to north were taxed beyond all previous experience in forwarding immense supplies of wheat and rye. Thousands of bags of corn lay for weeks in the goods station of the Leipzig-Dresden Railway waiting for transport; and it is related of a single house in Berlin that it contracted for the delivery of Hungarian corn alone for the sum of 500,000*l*. It is owing to this great importation, as well as to the surplus of previous good harvests, that prices of agricultural produce have remained at quotations the lowness of which is a bitter source of complaint on the part of farmers.

The reasons why the harvest in Saxony and Prussia was bad can be summed up in a few words. The year 1865 was the last of a long series in which dryness was the conspicuous feature. For two seasons no water has been seen to flow from the pipes of the well-drained Saxon fields. Heavy falls of snow in March caused a rapid inundation in April, and probably saturated the porous strata which underlie the bearing earth, but did not penetrate the upper crust of loam. Great heat supervened, accompanied by winds; and corn of all kinds shot up into a thin straw, forming short and ill-shaped ears; and the burning rays of July dried up the undeveloped grain. Rape was unable to gather the necessary sustenance. Clover and grass withered, and the Saxon landscape assumed a parched and desolate aspect. A plague of caterpillars ravaged the gardens and fields, eating up the cabbage and turnip crop. Potatoes alone, and beet in part, gave a fair yield, but not before the want of hay and green food had forced many a peasant to throw the barley intended for the payment of his rent into the manger, and to sell his cows and draught oxen at low prices. It is probable that the straw and hay famine greatly favoured the exportation of cattle, and gave a new impulse to a traffic which assumed greater proportions as the rinderpest in Holland and in England made its lamentable progress. Of this rinderpest not a trace has been visible here, nor have any measures been found necessary for preventing its invasion, though stringent regulations exist, and can be enforced in case of need.

To sum up results, we should note that rape was two-thirds ploughed up, and the rest yielded but half an average; wheat, short in straw, was far below an average harvest; rye still more unfavourable; barley and oats a little better, especially in straw; peas and vetches an average; potatoes plentiful and good; clover and hay were exactly half the usual crop.

Under the circumstances above detailed, the following was the highest price of corn and produce at the Leipzig market in 1865.

		April.			July.			September.			December.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Wheat ..	per imperial quarter	1	17	8 $\frac{3}{4}$	1	19	2 $\frac{1}{2}$	2	1	4	2	7	10 $\frac{1}{2}$
Rye ..	" "	1	7	2	1	11	2	1	12	7	1	15	6 $\frac{1}{2}$
Barley ..	" "	1	2	1 $\frac{1}{2}$	1	3	2 $\frac{1}{2}$	1	4	8	1	7	6 $\frac{1}{2}$
Oats ..	" "	0	15	11 $\frac{1}{2}$	0	18	1 $\frac{3}{4}$	1	1	9 $\frac{1}{2}$	1	5	9
Rapeseed	" "	3	7	4 $\frac{1}{2}$	3	9	7	3	18	3 $\frac{1}{2}$	5	4	5
Potatoes	" "	0	11	7 $\frac{1}{4}$	0	11	7 $\frac{1}{4}$	0	17	5	0	17	5
Peas ..	" "	1	17	0	1	17	8 $\frac{3}{4}$	2	3	6	2	3	6
Hay ..	.. per centner*	0	5	0	0	5	0	0	5	0	0	5	6
Straw ..	per shock of 870 lbs.	0	13	6	0	13	6	1	7	0	1	7	0

Wine.—The hills, at no great distance from Leipzig—*e.g.*, those forming the valley of the Saale between Kösen and Weissenfels, and those looking down upon the Elbe in the vicinity of Meissen—are clothed with vineyards, the cultivation of which has been extending from year to year. The season of 1865 was very favourable to the owners of these vineyards, who only produce good wine in hot summers. It is considered that the Saxon wine of the last season will be the best of this century, though the yield was not so great as in 1862. Of the Meissen wine the greater part is consumed in Saxony. The Saale wine goes chiefly to Magdeburg, where there is unfortunately reason to believe that it is worked up to be sold as Bordeaux. The price of Saale "must" was in October about 14 thalers per eimer, or 8*d.* per British quart.

Butchers' Meat.—The following is a comparative Table of the retail price of meat at Leipzig during the years 1864, 1865.

					1864.	1865.
					<i>d.</i>	<i>d.</i>
Beef ..	..	..	per lb.		6	6
Mutton	..	..	"		5 $\frac{1}{4}$	5 $\frac{1}{4}$
Pork ..	..	..	"		6	7 $\frac{1}{4}$
Veal ..	..	..	"		3 $\frac{1}{4}$	4

Population.—A census of Saxony was taken on the 3rd of December, 1864, from which it appears that the population of the kingdom rose from 2,225,240 in 1861, to 2,343,994 in 1864, giving an increase for three years of 118,752. Of this increase three-fifths fell upon the towns, and two-fifths upon the country districts. In Leipzig (including the suburbs of Rendnitz and Gohlis) the number of souls, in 1864, is registered at 94,487, as against 85,983 in 1861. The number of souls, per square geographical mile, shows an average of 8,648. It is interesting to note that the increase of population in Saxony is not due alone to the excess of births over deaths, but to an immigration and settlement, during the period under notice, of about 20,000 persons, most of whom, in addition to a considerable number from the country districts of the kingdom, have found their way into the chief towns.

From the returns of the registration of births and deaths at Leipzig, for 1865, we learn that there were 2,799 births during the year, and 2,497 deaths. Of the children born, 1,463 were male, and 1,336 female. Of persons deceased, 1,208 were children not more than ten years old; 1,357 were males, and 1,149 females. The greatest number of deaths in

* Centner = 110 $\frac{1}{4}$ lbs. avoirdupois.

one month occurred in July, which was remarkable for the excessive warmth of its temperature. Simultaneously with the census of the population, a census of the cattle in Saxony was taken. From the returns the following Table is made up.

COMPARATIVE RETURN of the Number of Horses, Kine, Sheep, Pigs, and Goats in Saxony during the Years 1834, 1861, and 1864.

		Horses.	Oxen, Bulls, Cows, and Calves.	Sheep and Lambs.	Pigs.	Goats and Kids.
1864	.. ..	103,019	659,157	366,488	329,141	92,249
1861	.. ..	95,642	638,460	371,989	270,462	90,881
1834	.. ..	73,535	546,942	604,950	104,689	48,553

Noteworthy in this Table is the evident decrease in the breeding and keeping of sheep within the last thirty years—a fact due no doubt, in a great measure, to the changes which have taken place in the trade in wool. But the decrease in sheep has progressed during the whole of this century, and it is stated by statisticians that Saxony owned at least one million sheep in 1768.

Public Works.—The water supply of Leipzig, contracted for by an English company, Messrs. Grissell and Docwra, has been completed, and is a great boon to the city, which, with some slight exceptions, was entirely dependent on ordinary wells.

Railways.—About 90 miles of railways, extending the net of lines in and about Saxony, were completed in 1865. These comprise the line from Herlasgrün, on the Sax-Bavarian route, to Eger in Bohemia (65 miles), and from Gössnitz, between Leipzig and Altenburg, to Gera (25 miles). The loop line from Leipzig to Dresden, through Borsdorf, Grimma, and Meissen, will soon be finished, and opened as far as Grimma.

The following Table gives the traffic and receipts of the Saxon railways belonging to the State, or under its administration, in 1865.

Lines.	Length per British Mile.	Persons		Goods.		Total Receipts, Sterling.
		Number.	Receipts, Sterling.	Number of Centners.	Receipts, Sterling.	
Westerly (State) ..	315	2,386,642	£158,922	46,063,902	£525,419	£684,341
Easterly (State) ..	130	1,816,136	99,359	21,782,599	211,099	310,458
Total.. ..	445	4,202,778	258,281	67,846,501	736,518	994,799
Lobau-Zittan (Private)	20	216,152	7,956	3,345,463	16,344	24,300
Zittan-Reichenberg (Private)	15	148,791	4,930	2,497,755	13,621	18,551
Grand Total] ..	480	4,567,721	271,167	73,689,719	766,483	1,037,650

Money Market.—The following Table shows that the rate of discount was altered by the Leipzig Bank six times in 1865.

Months.						Rate of Discount.
						Per cent.
January	..	..	..	..	..	6 and 5½
February to September	..	..	..	..	..	4½
September	..	..	..	..	..	5
October	..	..	..	..	..	6 and 7

These changes were due to impulses from abroad, if we except the month of October, during which, on the occasion of the Michaelmas Fair, an extraordinary scarcity of capital was remarkable. The causes which induced the Berlin Bank to raise its discount—*e. g.*, the rapid expansion of manufacturing industry after the close of the American war, and the necessity for keeping silver from a threatened outflow—operated on the Leipsig money market; yet it may be remarked that a dislike for too frequent changes in the rate of discount more than once kept that rate at a nominal height, and at the close of the year the Bank itself did business in many cases at a price below its own declared minimum.

It is observed that the business of Leipsig in funds and shares steadily keeps pace with the increase in the public welfare and prosperity. In 1865 great investments were made in American bonds and Austrian railway loans; and the public attention seems here as in England directed towards the attainment of two desirable elements in securities—namely, safety combined with high interest. The disadvantage which may possibly accrue from the condition of the United States currency from the present dearthness of money, and the anxiety lest the peace of Germany should be disturbed, will be counterbalanced by the extension of the European and Asiatic markets, due to the general simplification of tariffs by recent treaties.

The following Table shows the highest rates of exchange on London during the year.

Months.					At Seven Days.		At Three Months.	
					Thlr.	S. Gr.*	Thlr.	S. Gr.
January	..	..	..	..	6	22½	6	20½
February	..	..	..	..	6	24½	6	22¼
March	..	..	..	..	6	25½	6	22⅞
April	..	..	..	..	6	25	6	23
May	..	..	..	..	6	25½	6	23¼
June	..	..	..	..	6	25⅝	6	23⅝
July	..	..	..	..	6	25⅝	6	23½
August	..	..	..	..	6	26½	6	24⅞
September	..	..	..	..	6	26⅝	6	24¼
October	..	..	..	..	6	25¼	6	22⅓
November	..	..	..	..	6	25	6	21½
December	..	..	..	..	6	24½	6	21⅝

By a recent enactment the usury laws were abolished in Saxony. The Prussian Government, contemplating a similar measure, requested the opinion of the Saxon Chamber of Commerce upon the effects of the repeal. The Dresden Chamber cautiously answers that it has perceived no disadvantage in the repeal, as affecting either real or personal credit; the other Chambers call it a good and healthy enactment. There is no doubt that the interest of money lent on mortgage has been increased since the abolition, but there is no proof that the increase is due to that one cause.

* At par of exchange, £1 = 6 thalers 20 s. gr.

Leipsig, April 5, 1866.

SPAIN.

CADIZ AND ANDALUSIA.

Report by Mr. Consul Graham-Dunlop on the Commerce of Andalusia, with Preliminary Note respecting Spanish Finances.

BEFORE entering upon the following details respecting the state and prospects of commerce and agriculture, &c., in the Andalusian provinces, I venture to offer, as an introduction, a few statistics, accompanied by some brief remarks, on the present financial condition of Spain, somewhat in the same way as in my last year's Consular Report, and in continuation thereof. Without some such explanatory preface, any notice respecting the local commerce here would be incomplete, because Spain is in an exceptional and peculiar condition; the amount of her internal trade, and of her importations from abroad (unlike that of most other European countries), hinges almost entirely on her monetary affairs as regulated in Madrid, and on their administration by the Minister of Finance for the time being. It is a curious fact in a backward country that there is so much of "centralisation" in Spain; whatever deeds (good or evil) are done in the metropolis, touching either the subject of the national liabilities or of the tariff, re-act immediately on the provinces and on the commercial interests of the larger seaports.

The Budget for the financial year 1866-67 was presented to the Cortes on the 10th of February last, and was preceded by an elaborate report, which gives a much more complete account of the present financial state of the kingdom than has yet been published.

The liquidation of the accounts of the year 1864-65 (which ended on June 30, 1865), is shown to have been as follows:—

				£
Estimated ordinary Revenue	21,343,690			
Other anterior Credits	106,848			
Revenue collected	21,450,538			
Deficit in Revenue collected	20,228,499			
	£			
Estimated Expenditure	21,291,696			
Real ditto	21,795,522			
Excess in Expenditure	503,826			
Making a total deficit of	1,725,865			

The total sum expended as extraordinary revenue in 1864-65 on public-works, subventions to railways, &c., amounted to 5,549,007*l.* sterling, which was met partly by the product of the sale of national property and partly by advances made by the Treasury. It is anticipated by the present Minister of Finance that the ordinary revenue for the year 1865-66 (ending June 30, 1866), will be much the same as that of 1864-65, viz., 20,228,499*l.* sterling, from which it is to be inferred that eventually there will be a deficit of about 1,621,055*l.*, notwithstanding that the figures of the Budget presented by the former Minister of Finance in July 1865 were as follows:—

				£
Estimated ordinary Revenue	..	..	..	21,869,833
„ extraordinary ditto.. .. .	..	..	..	5,623,770
Total Revenue	..	..	..	<u>27,493,603</u>
Estimated ordinary Expenditure	..	..	..	21,849,554
„ extraordinary ditto.. .. .	..	..	..	5,623,769
Total Expenditure	..	..	..	<u>27,473,323</u>

Estimated Surplus, £20,280.

The ordinary revenue for the year 1866-67 is calculated at 22,195,276*l.*, and the ordinary expenditure of the said year at 21,533,831*l.*, thus showing an estimated surplus of 661,445*l.* Whereas the estimated extraordinary revenue expected probably will not exceed 4,010,133*l.* against an estimated extraordinary expenditure (now going on) of 4,835,463*l.*, thus showing an estimated deficit (“extraordinary”) of 825,330*l.*, which will be partly met by the estimated surplus on the ordinary revenue, but which will leave a balance unprovided for of nearly 190,000*l.*

The Minister estimates his reductions of expenditure for the year 1866-67 at more than 2,000,000*l.* sterling. Thus:—

				£
Reductions in ordinary Expenditure	..	..	..	643,612
„ extraordinary ditto	..	..	..	788,306
„ Colonial ditto	..	..	..	880,000
				<u>2,311,918</u>

An important statement is given, showing that during the last seven years the expenditure on public works, ships, and war materials amounted to 21,237,357*l.*, and that the sum of 12,804,820*l.* was applied to interest and sinking fund on part of the public debt. These several items, forming what are classed as extraordinary expenditure, amounted together during that period to 34,042,178*l.*, whilst the sums which have been annually voted for the same purposes, and which have been mainly derived from the sale of national property, have only amounted to 21,914,804*l.*, so that at the commencement of 1865 there remained a balance against the Treasury at Madrid of 12,127,374*l.*, which had been charged to the floating debt.

During the year 1865, however, a loan was realized by the issue of “mortgage notes,” repayable by annual drawings in six years, and guaranteed by promissory notes given by the purchasers of the national property sold, and the proceeds thereof, viz., 7,342,409*l.* sterling, were applied to the liquidation of the balance, so that there now remains a deficit of only 4,784,965*l.* under that head.

The state of the Treasury at Madrid on January 1, 1866, is given as follows, viz.:—

CREDITOR.

				£
By total accumulated deficits in Ordinary Revenue ..	..	..	..	6,625,438
„ Extraordinary ditto ..	..	..	..	4,784,965
Advances on bills drawn on the Colonial Treasury ..	..	..	..	1,060,378
Advances to the Pacific Squadron, and other accounts not yet balanced ..	..	..	..	1,734,996
Cash in hand (available)	..	..	..	1,433,775
				<u>15,639,552</u>

DEBTOR.		£
To the Deposit Savings Bank (Caja de Depositor) ..	14,008,896	
Interest due on the Debt	749,177	
Amount due to the Bank of Spain for Commission, &c.	800,000	
Other smaller accounts	81,389	
		<u>£15,639,552</u>

The sum of 15,639,552*l.* thus constituted the total liabilities of the Treasury on January 1, 1866, and although the amount is serious for a floating debt, which ought not to exceed half the sum, yet the statement is very much more favourable than could have been made a year previously, since it is shown that on January 1, 1865, there were, amongst others, the following sums of money due to creditors, the whole of which have been since paid off :—

		£
To the Spanish Credit-mobilier.. .. .	206,000	
Messrs. Rothschild & Co.	345,000	
Sundry Creditors for temporary Loans	746,338	
The Bank of Spain	3,700,000	
Treasury Bills	841,955	
Promissory Notes drawn by the Treasury	1,849,124	
Interest due on the Debt	695,645	
Total due January 1, 1865, and since paid..		<u>8,384,062</u>

These sums, together with other liabilities, including the amount due to the deposit bank, made a total on January 1, 1865, of 29,038,262*l.* The large amount of 14,008,986*l.*, which was owing to the deposit bank on January 1, 1866, being still likely to cause some uneasiness, a sum of about 11,000,000*l.* in promissory notes, due by the purchasers of national property, has been made over to that establishment, as a guarantee for the deposits, and the proceeds therefrom, as they fall in, are to be applied to the liquidation of the deposits, and the “floating-debt” will at the same time be diminished by that amount.

The estimate of the probable sums which will be received by the Treasury during the next few years from the sale of the State property, is given as follows, viz. :—

		£
Sums represented by the Promissory Notes of Purchasers, which Notes are now in the hands of Government	16,903,141	
Estimated result of the Sale of the State Lands still unsold.. .. .	27,975,342	
Estimated result from the 75 per cent. of the Crown Lands given lately by the Queen (abandonment of Royal Claim).. .. .	3,000,000	
Total Estimated Proceeds from the Sale of National Property	47,878,483	
Deduct from this the sums applicable to the repayment of the Mortgage Notes issued in the Year 1865	10,178,200	
There remains a clear balance in favour of the State of		<u>37,700,283</u>

It may here be remarked, as a curious and remarkable circumstance, that in Spain land always finds purchasers ready to buy and pay for it in specie, and if the whole of the above large sum of money were really, as the Minister of Finance appears to suppose, so much “revenue” derivable from the sale of national property, he might well be satisfied with the state of the Treasury. But the truth is, the Government is bound to reimburse the present holders of these lands with equivalent

sums in 3 per cent. stock; and thus, in reality, a small portion of the whole (probably not exceeding 7,000,000*l.* sterling), can be alone called "revenue."

However, the Minister, on the 5th of February last, stated before the Cortes that, with the exception of only one nation in Europe, meaning Prussia (a Spaniard ignores all "small" Powers). "Spain had at this moment the smallest public debt," and also the smallest deficit, whilst no other country could say, as Spain can, that her Treasury has an unembarrassed balance to its credit, over and above its ordinary revenue, of nearly 40,000,000*l.* sterling." The Minister should have added the information, that there are many foreign claims on Spain now likely to be pressed, and which have not been pressed by reason of the creditors' indulgent policy, and also that, irrespective of these just liabilities, and in order to arrive at the state of prosperity lauded by the Minister, a sum of no less than 16,000,000*l.* was raised by loan during the year 1865.

The exchanges of London, Amsterdam, and Frankfort have been closed to Spanish securities ever since the year 1851, in consequence of the unsatisfactory arrangement made at that time by the Minister of Finance (and Premier), Senhor Bravo Murillo, in connection with the public debt.

A law was then passed for the general organisation of the finances of the country. Spain had been unable to pay the coupons on her public debt for the previous ten years. A large part of this debt consisted of stock bearing 4 and 5 per cent. interest; in exchange for which she then agreed to give a new deferred stock, which was to bear a gradually increasing interest, commencing at 1 per cent., and rising to 3 per cent. by the year 1870, and in this way a saving was introduced into her expenditure of about 1,500,000*l.* sterling per annum.

Thus far the settlement was considered to be called for by the exhausted state of the Treasury, which had broken down entirely during the preceding civil war, and it was accepted by the creditors. But with regard to the unpaid interest on coupons which during ten years had accumulated, and amounted to more than 16,000,000*l.*, Senor Bravo Murillo's arrangement can only be called an unmitigated blunder; although it was properly due in cash, he not only required the creditors to take payment in the newly-created deferred stock, but also reduced the capital amount by one-half, thus giving for the 16,000,000*l.* a nominal sum of 8,000,000*l.* in a stock bearing during the first four years only 1 per cent. interest, so that its real market value was merely about 1,600,000*l.*, or just one-tenth of what was due.

The English and Dutch creditors expostulated against the reduction of the capital, and then claimed payment in the new deferred stock for the full amount of 16,000,000*l.*

Eventually, however, they gave up their coupons, under protest that they accepted the new stock only as a payment for the one-half, and closed the exchanges against all new Spanish securities until the other half should be paid, issuing at the same time certificates to the coupon holders which represent the several amounts funded in 1851.

This arrangement (as the Spaniards call it) had nothing whatever to justify, or even excuse it. The Minister dared not have proposed it had the creditors been in Spain. The reduction from 16,000,000*l.* to 8,000,000 only occasioned a saving to the country of the comparatively insignificant sum of 80,000*l.* per annum (gradually increasing to 240,000*l.* in 1870, and never exceeding the latter sum).

The creditors still continue to claim payment of the suppressed half, and a few years ago submitted their case to eight of the most eminent advocates in Spain, who unanimously decided not only that they were fully and legally entitled to what they ask, but that, moreover, the

refusal of justice was a disgrace to the country (strong language for a Castilian in speaking of anything Spanish), yet hitherto these creditors have been unable to get any redress.

I ought to state, however, that it is not alone from sheer obstinacy that the Spaniards refuse to admit the wrong which was done to their creditors, but that the unscrupulous author of the settlement of 1851 has really succeeded in making many of them believe that a shabby trick was played them by their creditors, who have, he asserts, ever since endeavoured to bully them into the recognition of an unjust claim, and whenever a Finance Minister has shown a disposition to re-open the question, a loud party cry has been immediately raised against him, and accusations have been made of corruption, financial intrigue, and unworthy desire to sell his country's honour for English gold.

The Paris Bourse was closed in 1861 to Spanish securities, in consequence of its having been found that some of the public lands, which ten years previously (1851) had been assigned for the amortization of the passive debt, had been sold under the more recent law of disamortization, without any proper equivalent being given to the creditors. This latter cause of dispute is however now in a fair way of settlement; at least the Spaniards apparently assume a desire to settle it. France is inconveniently near, and the French inconveniently alive to their just rights, to render defiance or procrastination a wise policy as against them.

The Franco-Spanish Railway Companies have, however, suffered much from this state of things; some indeed have been quite ruined. Their shares have long been unsaleable, for as no Spaniards ever incline to purchase securities of this nature, their exclusion from the foreign exchanges has left them without any regular market, and yet in order to be legally entitled to issue debentures, they have been obliged to create a large capital in shares, which is nominally subscribed for on the companies being formed. Debentures are therefore issued at a discount which makes the interest amount to 8 or 9 per cent., and as it is usual to pay 6 per cent. of interest on the share capital during the construction of the works, the cost to these unfortunate companies of all the money raised by them is equal to from 16 to 18 per cent., which is simply ruinous, and renders it quite impossible for any ordinary amount of traffic to make them remunerative speculations or investments. Indeed, the disappointments and complaints which Franco-Spanish railways have occasioned, may all be traced to this one cause, for when money is so hard to get it is not surprising that the roads should be badly constructed, nor that the accommodation for travellers should be very limited, and the fact is that there are hardly any railway stations in the country but what are built of lath and plaster.

It is thus that the question of the coupons and certificates, and the closing of the open money markets of London, Paris, &c., react, throughout Spain, upon general intercourse and general commerce. Every one, even the passing traveller, suffers indirectly, if not directly; and yet a silly vanity on the one hand, and an inordinate love of place and office on the other, are the sole reasons for this melancholy and inconvenient condition of the means of communication throughout a large portion of the country. The only English railway in Spain is that from Utrera to Moron, not far from this, and an extension of it to Osuna, in the direction of the Cordova and Malaga line, has just been commenced. It is admitted to be the best finished line in Spain. The Company has avoided the financial blunders of their neighbours, their whole capital being at the moderate rate of 10,000*l.* sterling per mile. This railway is likely to be a useful one to English travellers, either on business or pleasure, as it will eventually connect Granada and Malaga with Seville and Cadiz; it

runs through the most fertile and populous parts of Central Andalusia, with branch lines, which will serve some of the provincial towns, such as Marchena, Montilla, Baena, &c.

Before concluding this brief notice of the finances of Spain, I think it right to state that the O'Donnell Ministry have (since they came into power in June 1865), adopted many useful measures, and amongst them the following :—

1st. Authority was granted in July last to the Government to abolish the navigation laws on all articles of European production, excepting fish. Hitherto the difference in the Customs duties, chargeable on goods imported under the national or foreign flags, has been equal to rather more than 20 per cent., and as a great part of Spanish commerce is necessarily carried on in foreign vessels, whilst native owners always add the difference to their charges for freight, it has had the effect of raising the general tariff (which is already excessively high), by that 20 per cent. All goods entering the country from France or Portugal also paid the additional duty, and the same law which authorized the navigation restrictions abolition, included the suppression of the additional duty on merchandise arriving from the land side. This measure had been preceded by a treaty of commerce with France, which, besides the aforesaid conditions, established as a compensation for Spain, a considerable reduction in the duties on several Spanish productions on their entry into France, such as dried fruits, oranges and lemons, licorice, spirits, matting-grass, and woollen cloths; whilst some others, as mercury, unmanufactured silk, copper, lead, cochineal, books, and sewing silk, are henceforth to be admitted into France free of duty. On the other hand, the duty on entry into Spain was reduced on several minor articles of French manufacture, whether coming by land or by sea.

The aforesaid law also authorised the Government to diminish the duties now levied on all materials used principally in ship-building. Subsequently a Special Committee was appointed by Royal Decree (November 10th), to examine all the details connected with the proposed abolition of the Navigation Laws, and to determine the mode of carrying the law into effect; and again, a few days later, the duties of the same Committee were extended to the examination of the best mode of reducing the duties on coal and coke, cast and wrought iron, and manufactured cotton goods.

I shall touch later in this Report upon the tariff on these articles and its effect upon British commerce with Spain, and in the meantime merely remark that the subject has been taken up at Madrid in a much more fair and liberal manner than was done by the Austrian authorities in their recent timid concessions to the principles of free trade.

The Spanish Government has also (a few months ago) proposed to the Cortes to admit all kinds of foreign corn on payment of a moderate duty. Hitherto the importation of corn was prohibited, except when the price of wheat should reach 3*l.* 10*s.* per quarter, and the result has been that there is often a difference in price between the central corn-growing districts and the northern seaboard of from 30*s.* to 40*s.* per quarter. On this head I beg leave to refer to Table No. 1, which accompanies this Report. The duties proposed under the aforesaid Bill are :—

					<i>s.</i>	<i>d.</i>
Wheat, per quarter	..	..	..	..	11	6
Maize, "	..	..	..	..	10	0
Barley, "	..	..	..	..	6	6
Rye, "	..	..	..	..	6	0
Oats, "	..	..	..	..	2	6
Flour, per cwt.	..	..	..	..	3	10

But at present the proposal meets with considerable opposition.

2ndly. In July last a sum of 1,000,000*l.* sterling was voted by the Cortes to be expended in subsidies to companies undertaking the construction of drainage and irrigation canals.

3rdly. A Bill also passed through the Cortes about the same time authorising the outlay of considerable sums of money on the second class or country roads (the first class or turnpike roads are constructed by, and kept up, at the expence of the State). For this purpose the provincial authorities have power given to them by this Bill to raise loans on the issue of provincial bonds. The province of Cadiz was thus empowered to borrow 250,000*l.*, and that of Seville 150,000*l.*

4thly. In November 1865 a Royal Decree appeared in the "*Gazette*," desiring the Minister of Public Works to prepare a Bill for presentation to the Cortes, abolishing turnpikes all over the country. Were this accomplished the internal commerce and intercourse throughout Spain would materially increase, and the success of this measure would pave the way towards the doing away with the octroi duties at the town gates, a nuisance and an injury to every Spaniard, against which all complain.

5thly. In the month of July a new electoral law was voted by the Cortes, extending the suffrage very considerably. The franchise, which was previously limited to those who paid 400 reals of direct taxes, was lowered to 200 reals (about two guineas), and a vote is given to all professional men (not in the employ of the State), paying any taxes whatever; to all retired or half-pay officers of or above the rank of captain; to all members of cathedral and collegiate chapters, and to parish priests; to all such employés as may have been appointed by the Sovereign or by the Cortes; to painters and sculptors who have gained first or second-class prizes at national or international exhibitions, and to professors and schoolmasters. I believe that this educational franchise will eventually do great good in Spain, and will tend to elevate the constituencies, and bring forward a higher class of candidates for the Cortes. The principal of educational franchise was adopted first in Enrope by the Hungarian Constitution long ago, and the members of the old Diets elected under this system were at that time models of what representatives ought to be.

In July last Spain was divided into equal electoral districts, with one deputy to every 45,000 inhabitants; no district to be represented by more than seven deputies, with additional representatives in all towns containing more than 45,000 souls, but no person in the employ of the State can be elected a deputy for the district in which he is employed or has held within one year previously any authority under the Crown, whether civil or military, and no contractor of public works, whether paid by State funds, or by the provincial or municipal treasuries, can be returned as a member of the Cortes. This last provision might peradventure be profitably adopted in other countries.

The main object of the Government, as stated by the Minister who introduced the Bill, was partially to admit professional men and skilled artisans to the franchise. It was calculated that the number added to the electoral body by this Bill exceeds 200,000, and the Government newspapers in Madrid assert that, with the exception of France, the electors in Spain are the most numerous in any European country in proportion to the population.

6thly. The subject of slavery has occupied the special attention of the Government, with the object of entirely extinguishing the slave trade with Cuba and Porto Rico; a Bill has been introduced to the Cortes, by which capital punishment will be inflicted on all Spanish subjects connected with the traffic, from the owner of the ship to the cook's boy on board. This seems a very stringent measure if carried into effect. The principle of the Bill is simply to make slave-trading by sea piracy. Hitherto the Captains-General of Cuba possessed a privilege which

practically gave great encouragement to the Slave Trade. Whenever a slaver was caught on the coast of Cuba or Porto Rico the negroes were declared free, but the Captain-General had the right to consign them to the owners of plantations for a term of years, and these again could pass them over to other owners, in return for a money-payment, when they no longer required them.

The negroes were then obliged to work by contract, and (being in a slave-country and among slaves), were treated very much as the ordinary slave. The Captain-General received a sum of money for every man thus consigned, and this system has given rise to a great deal of abuse of the Cuban authorities, who were often accused of being bribed and of winking at the slave traffic, whereas, in reality, they were in this way actually entitled by Spanish law to receive money for every negro, and thus were enabled to make large fortunes, quite legally, by the consequences of the slave trade. This pernicious system has at length been put an end to, and all slaves landed on the coasts of Cuba or Porto Rico, or liberated by Spanish cruisers, are in future to be sent back at the expense of the Government to the Spanish free settlements on the Coast of Africa, or, if they require it, to any other point on that coast which the negroes themselves may select. These are all steps in the right direction, at least they are steps in a contrary direction from the old system of unconditional and unmitigated slavery for the negro, whether born a slave, or captured and made one. Every humane man hates the remembrance of that brutal system, but I perceive that, among many reflecting Spaniards, connected with Cuba and Porto Rico, all that has lately happened *vis a vis*, the negro, in the United States, and all that has occurred still more recently in Jamaica, is causing the most serious consideration, and may retard the emancipation of the negro in the Spanish colonies. I am informed that a liberal project of gradual slave emancipation, which would have been brought forward in May next, is postponed *sine die*. My informant adds, "We are quite prepared to accept and insist on a careful modification of the laws of servitude and of labour, and also on a strict persistence in humanizing and elevating regulations for the negro; but we cannot permit a man to be idle, lazy, and useless, merely because he is muscular and black."

7thly. Attention is now being given with more earnestness to the difficult question of railway legislation. The railway interest, which (as I mentioned in my last year's Report) was then complaining, is now clamouring for relief from the State, the dulness of internal commerce during the whole of 1865, added to four months of cholera, which stopped all travelling, have greatly increased their difficulties. A few months since a Central Committee was formed, in which all railway companies in the kingdom are represented, and they have adopted a petition to the Government, claiming that the terms of their concessions should be modified, and that 6 per cent. of interest and 1 per cent. of a sinking-fund, should be guaranteed on the whole of their capital. This petition has been signed by a large number of the most influential men in the country, but it does not seem probable that the Government will undertake so vast a liability, the general opinion throughout the country being decidedly against it. The fact is, that the nominal capital of the railway companies in shares and debentures far exceeds the amount of money which has really been expended on the works; and though this is principally owing to the difficult circumstances under which the capital has been realized, in consequence of all Spanish securities being excluded from sale or quotation on the great exchanges in Europe (this exclusion resulting clearly from faults committed by the Government), yet, it can hardly be expected that the Government should recognise its former errors, by now stepping forward to indemnify the Companies, and still more so when they know that these Companies are composed mostly of foreign shareholders.

There are two things which no Spanish Minister ever yet comprehended, the one is the value of public credit abroad, the other the value of time at home. Indeed, Spaniards generally are thoroughly Oriental in their views on these subjects. Until these things are comprehended, we must not judge many of the unaccountable actions and delays of the Madrid Government too harshly; but it may be asserted, without the least exaggeration, that owing to the closing of the London and Paris exchanges, the cost of capital in this country is more than double what it otherwise would be; and with regard to the money raised for the construction of railways it will probably be henceforth even more than that. It is evident that no railway can answer if constructed with money that cost much more than its general market value, and, consequently, unless the exchanges are opened to Spain, she must just be content to be deprived, for some years to come, of any further addition to her net-work of railways. But the short-sighted policy of Spanish Ministers in this matter may be still more clearly seen by considering the result to the national treasury of selling off just now most of the national property whilst this state of things lasts.

I have stated above that the Minister of Finance reckons the value of all that property at nearly 50,000,000*l.* sterling,* but in exchange for the land sold under the law of disamortization (*i.e.*, land hitherto held in mortmain by the State and corporations), the Government has to give 3 per cent. Consols at its market value. Now the present price of this stock is under 40, and consequently no less a sum than 125,000,000*l.* sterling will have to be paid, if the Finance Minister's calculation be right, to the corporations, in 3 per cent. stock, in exchange for the 50,000,000*l.* obtained from the sale of the land. If, however, the Madrid Government would throw off its lethargy, and energetically apply itself to the settlement of the questions pending with their foreign creditors, there is scarcely any doubt that the 3 per cent. Consols would very soon rise to 60 (or even higher), and thus the amount payable to the corporations would be reduced from 125,000,000*l.* sterling to about 83,000,000*l.* sterling, thus saving to the State no less than 42,000,000*l.* sterling in 3 per cent. Consols. To this must be added the unquestionable fact that by the re-establishment of Spanish credit abroad great additional value would be given to all property in the country, and foreign capital would flow into Spain for profitable investment in public works, and in many kinds of industry and manufactures, in a way and a degree that has hitherto been unknown. I cannot, however, help anticipating both difficulty and delay in the settlement of the dispute with the foreign creditors of Spain, in spite of the obvious advantage to Spain of arranging the matter without loss of time.

SHIPPING AT CADIZ.

During 1865 there were 882 arrivals of foreign merchant-vessels, against 1,079 during 1864; but of these arrivals during 1865 there were 426 English against 388 during 1864. I attribute the falling off in the aggregate of foreign arrivals during 1865 to two reasons; first, the very stagnant condition of the sherry and salt export trade during the latter six months of the year; and, secondly, to the panic produced by the appearance of cholera in Western Europe, under which panic the quarantine laws of Spain were enforced with a rigour and caprice which caused great inconvenience. The result of this was, that many foreign vessels avoided the Spanish ports until the fright was over. The Health Com-

* It is possible the Finance Minister may have exaggerated this calculation, as part of the property is already sold, and a small portion does not require to come into the category which the Government pays for with the 3 per cent. Consols. If so, the saving to the State Treasury may be diminished.

mittee at Cadiz, which is presided over by the civil Governor of the province, quarantined during 1865 no fewer than 353 vessels in Cadiz Bay, of which 130 were foreign. They also sent 74 vessels to perform quarantine at Vigo, of which 47 were foreign, and it does not appear that there were any cases of cholera or of fever on board any one of the 427 vessels quarantined. Thus great injury was done, and some French subjects, connected with shipping at Barcelona, endeavoured to call attention to the matter, with a view to endeavouring to persuade the Spanish Government to agree to a Quarantine Convention, but without success. By the Spanish Sanitary Laws (*Ley de Sanidad*) the Local Boards of Health in the seaports have very full powers, and are almost altogether independent of the Government at Madrid; therefore when the Local Board is composed of ignorant, or stupid, or timid men, foolish things are done, and there is no appeal from them. As an instance:—The British steamer “Cadiz” arrived in this harbour in October last, when the cold weather had set in. She had left Cardiff with a cargo of coals on the 17th October, with all her papers in order and a clean bill of health, certified by the Spanish Consul there. Some days after her departure from Cardiff a few cases of supposed yellow fever appeared at Swansea (thirty miles from Cardiff, but also in South Wales), which cases had been brought there by a vessel from the West Indies, and for this reason the steamer “Cadiz” was not only quarantined with a clean bill of health from her port of departure, and all her crew and passengers in perfect health, but she was forced to go to perform yellow fever quarantine at Vigo, 490 miles off, where there is an old-fashioned lazaretto and fumigating galleries. This was forcing the vessel to perform a dangerous length of voyage of 980 miles, off a dangerous coast, during stormy weather, and at a season when the yellow fever never has shown itself in Spain. The “Cadiz,” however, had to go through this ordeal, and on her return to this harbour, after her quarantine, her owners calculated their loss of coal and ship’s time at 800*l.* sterling on the one voyage. Representations were made both to the health authorities at Cadiz and at Madrid, but no notice was taken of them. The local board of health had full power to commit the injustice by the Spanish “*Ley de Sanidad*,” and it took advantage of its power, under the influence of undue fear of yellow fever. A somewhat similar case occurred a few weeks later. The steamer “London” arrived in Cadiz from London and Gibraltar during November last; she had gone direct from the Thames to Gibraltar; had remained eight days in Gibraltar Bay, when the greater part of her cargo and all her passengers were as usual landed, and she therefore arrived in Cadiz with two clean bills of health (from London and Gibraltar), and with all on board well. In the meantime, and some days before her arrival at Cadiz, the cargo which she had landed at Gibraltar was brought round thence to Cadiz in small Spanish steamers (as is constantly done, because of the differential duties on shipping). They were not quarantined, and some of the “London’s” passengers who came round in them were allowed to land here. But on the “London’s” arrival she was placed in strict quarantine by the Cadiz board of health for three days as coming from England, by which unlawful act her owners lost about 90*l.* or 100*l.* sterling per day, she being a large ship.

Swansea and Cardiff were for some months considered foul ports by the Spanish health authorities, on account of the suspected cases before-mentioned of yellow fever at Swansea, but the little town of Llanelly, near to Swansea, is not marked in the Spanish maps, therefore when an English brig, the “Brilliant,” arrived in November last from that small seaport she was not quarantined, because they did not know where Llanelly was, and because the captain did not volunteer the information.

I mention such instances to show the injurious action of capricious local boards of health, uncontrolled by any central authority or by the stipulations of an international quarantine convention. All the coal imported from England into Cadiz comes either from Cardiff or Newcastle; when therefore Cardiff was placed in quarantine (from its being near Swansea), the board of health also declared Newcastle a foul port. Coals came from there as well as from Cardiff, there must be some close unsanitary connection between the two places. After Newcastle was thus placed in the contagion list (it was and has been perfectly healthy), some questions were asked by the authorities respecting Newport and Newhaven, and all information afforded respecting them by my clerks. But so suspicious were the board that, for two days an unlucky German brig from Oporto was placed in quarantine and strict surveillance, under the impression that she had arrived from Portsmouth.

The loss of time and money, and injury to the foreign shipowners, especially the proprietors of small sailing vessels, by these vexatious laws, administered by ignorant men, demand consideration and some alteration for the better. Thus, during the last four months of 1865, foreign vessels came to avoid the Spanish ports until the fear of contagion abated, and thus the shipping at Cadiz for the year was of less amount than in 1864.

WINE EXPORTATION FROM CADIZ.

I beg leave to refer to my last year's Consular Report on this subject (published in the May Blue Book) for many statistics and details respecting the amount of British capital invested in this trade, which it is unnecessary to recapitulate in the present year's notice. The shipments of wine at Cadiz in 1865 were as follows:—

				Butts.
From Jères de la Frontera ..	..	..	..	30,481
Port St. Mary's ..	..	..	..	20,026
Puntales, &c., Rota (about) ..	..	..	..	2,900
Total ..	..	..	..	<u>53,357</u>

This does not include some small shipments from San-Lucar in the Cadiz district, but in 1865 they were of trifling account. I am not inclined to value the Cadiz shipments at *more* than 40*l.* sterling per butt (and perhaps 35*l.* would be nearer the value); but the general impression in Jères and Port St. Mary's seems to be that 40*l.* per butt is fair, which will produce a total value of wine exported from Cadiz during last year of 2,134,280*l.* sterling. The importation of sherry into England has been much less in 1865 than in 1864. The stock in England was very large ("excessive" the wine brokers say) in the beginning of 1865, and for some months there came to Spain little demand for it from the English markets. During 1865, however, the home consumption of sherry in England was 2,000 butts more than in 1864. In the month of February last (1866) the price of sherry was *nominally* lower; but it was supposed that a better class of wine was being sent during the winter just past to the English market than had been usual for some years previous. It is to be remarked also that in some other parts of Spain, as well as from Andalusia, red wines are beginning to be more exported to England than formerly.

A friend at Jères makes the following remarks on Mr. Redding's published notice on Andalusian wines, to which notice I alluded in my last year's Report:—

"Amontillado is *always* produced by causes which are at present unknown. If Amontillado could be *manufactured* by selecting and mixing, we should all make it just now instead of ordinary sherry, seeing that the former commands so much higher a price in the market. Around Jères the grape is *not* gathered earlier to make Amontillado, as Mr. Redding states, nor would such a course have the desired effect. Nor is Amontillado an unbranded wine. . It is impossible to judge with any degree of certainty what will be the character of the wine until sometime after it is taken from the lees. At the time of taking it from the lees *every* butt is invariably fortified by the addition of a small quantity of spirit, and in this respect the Amontillado is treated like the sherry."

My correspondent also adds information respecting the wine trade at Jères and its surrounding district to the following effect:—

"The Mosto, or *Must*, of this year is of varied character; I have seen it of first-rate, and also of very indifferent, mark; on the whole it is probably fair as regards quality. In quantity the vintage (of 1865) though slightly larger than that of 1864, is still far from being an average one. Some shippers have made abatements in the prices of their lowest marks, but there is little prospect of alteration in their quotations for high class sherries, which are as scarce in Jères as is usual. The demand for *genuine* old wine is subject to few fluctuations, and is always fully equal to the supply. It is thought that the sort of crisis through which the sherry wine trade passed during 1865 will be of advantage rather than otherwise. The growers of wine have been rendered more reasonable, and their claims have been checked, and a more healthy atmosphere introduced into the regular business."

Speaking of the late great depression in the Spanish wine trade, my informant goes on to remark:—

"The character of the Southern Spaniard is very impressionable. When the wine which he grows is dear, there are no bounds to his pretensions; when the price is low, there are no bounds to his depression. Recently the latter order of things prevailed; but as I have no fear of a rival to genuine sherry ever being discovered, so I have no doubt that the market will in time recover itself. The only thing that could permanently injure the sherry trade would be a change in the taste of the consumers. If the English acquire a taste for French, Hungarian, or Greek wines, the consumption of sherry may be sensibly diminished. But the leading shippers here are alive to this danger, and it may be asserted that, on the whole, larger parcels of superior wine are now sent to London than was the case eight or ten years ago."

The lowest class of sherry (as of everything else) finds its way to America; a large amount of it also goes to Hamburgh, and, of late, to France, where the worthy Parisian drinks it under the name of "Vin de Madère." Some very inferior wine is sent from London to Australia, and a vast amount of bad sherry is distributed among the provincial towns in England. It is surprising how contentedly a country innkeeper buys the wretched stuff from his "wine merchant," and pays for it.

There were some disagreeable and rather serious manifestations of ill-will exhibited last autumn towards the foreign wine merchants in the Jères district. For some time previous to the year 1863, the general wine market in Spain had been often in an excited state. The oidium, had reduced the vintage by one-half, and while the demand for good sherry steadily increased, the supply in England as steadily diminished and so prices went up continually. This state of things reached its climax in 1863-4. The importers in England, fearing further advances were buying far beyond their immediate wants, and the district of Jères

was incapable by itself of producing half the quantity of wine called for. The genuine produce of Jères was sold at fabulous prices, and the holders became every day more exacting in their terms. In order to execute the orders which poured in upon them the shippers were compelled to seek for white wines in the Seville, Cordova, Montilla, and Moguér districts. Though far from rivalling in body and aroma the produce of the Jères soils, these wines met with a market in England and elsewhere on account of their comparative cheapness. The growers of these (said) districts finding the demand for their wines largely increasing, soon began to imitate the exactions of the Jères vineyard proprietors, and prices went up with extraordinary rapidity. Certain speculators calculating upon the continuance of the then state of the sherry market, entered into contracts for the purchase of the future produce of the vineyards in the Seville and other districts, and advanced money to the proprietors. New cellars were built, and new vineyards were planted in all directions, and Jères was threatened with an inundation of low white wines.

The natural consequence of the high price of wines was an augmentation in the value of all kinds of property, and a great increase in the wages of the working classes. Instead of 3s. sterling a-day, cellar-men were now demanding and getting 4s. and 4s. 4d. The wages of the coopers and of the labourers of the vineyards were advanced in the same proportion. Jères was to all appearance prosperous beyond all precedent, and became intoxicated with its prosperity,—“waxed fat, and kicked.” Few persons saved any money (especially among the labouring classes). The newly-acquired wealth was squandered in newly-acquired wants; and of the small number who did lay by, the majority invested their money in vineyards and other property whose value depended in a great measure upon the continuance of the then state of the wine market.

That this state of things could not last was patent to all sensible people, and especially to those persons who had immediate relations with England. The leading shippers saw with uneasiness that the annual importations into England far exceeded the annual consumption, and fearing lest the fall in prices, which they saw to be inevitable, should deprive them of half their capital, they purchased only for their immediate and unavoidable wants. Those of them also who had a really good connection in England were desirous of bringing down prices for another reason. They foresaw that the excessive demands of the growers and “holders” in Jères would certainly check the ordinary demand for sherry wine in England, and thus permanently injure the business, and they determined to set their faces against all further claims. One leading house actually limited the orders it would receive for high-priced wines to a certain number of butts per month.

The fall in prices came at last, and with startling rapidity. The monthly shipments of wine diminished to an unprecedented extent. The cellars of the merchants in England were full, and therefore few orders came to Jères. Against 38,720 butts (shipped from Jères alone) in 1863, and 36,941 butts in 1864, only 30,431 butts were cleared for export in 1865. Estimating the average value of the butt only at 35*l.*, this would show a diminution of value of exports from Jères in 1865 of between 250,000*l.* and 300,000*l.* sterling; in other words, a reduction of the wine-merchants' income for that year to that large extent. This diminution in the shipments immediately and inordinately depressed the Jères market; in 1864 “mosto,” (must) sold for 230 pèsos; in 1865 it found few purchasers at 100 pèsos. Old wines, indeed, remained firm because there were, comparatively speaking, scarcely any old wines in Jères.

At the time when prices were at their highest, certain houses, with little or no capital, began to ship largely wines bought at extravagant

prices, but at long credits. When the fall came, in order to meet their engagements, they were compelled to sell their wines by auction in London for what they would fetch. To some of these houses this was almost ruinous; large quantities of sherry were thus forced on the market, and this circumstance exercised a most depressing effect upon the whole trade,—even to affecting, in some degree, the prices of other wines grown in other countries.

The result of the decrease in the shipments of wine from Cadiz, was the dismissal of many cellarmen and coopers by exporters at Jères and at Port St. Mary's, who could no longer find employment for them. Those persons who lived upon the produce of their vineyards could not sell their "mosto," and they had to raise money for preparing their land, and other labour, at a ruinous rate of interest. Those persons who had money would not venture to buy until they could see their way a little more clearly. While the Jères "mosto" thus hung on hand, those who had contracted for the purchase of the Seville "mosto" were compelled to carry out their contracts, and so it happened that the small vineyard proprietors around Jères, &c., had the mortification of seeing inferior white wines received by some houses, whilst their own genuine "sherry" of Jères remained a drug in the market.

At this time certain agitators wrote articles in the local papers, inflaming the minds of the common people against the shippers in general, but more especially against those who had purchased large vintages in the Seville and other foreign districts. Anonymous threatening letters were sent to more than one house, and the work people with their inciters were particularly bitter against some, whom they accused of speculating so as to bring about the fall in prices, which was in fact inevitable. The agitators here, as elsewhere, acted after their manner, tried to set class against class, and were listened to by the unwise and the ignorant. The wine merchants (in Jères especially) were thus seriously alarmed, and more particularly some of the English shippers (this was during August and September, 1865). If by any mischance an outbreak had occurred, the peculiar hatred which the Spaniards of the lower class and the peasantry have against all foreigners would have found a vent, and much evil would have ensued, which the local authorities would have been quite unable to avert. A meeting of the British subjects in Jères was held; and whether the Spanish magistrates became fully alive to the danger or not, I cannot say, but shortly afterwards a strong body of the "Guardia-Civil-Veteranos" came into the town, and after a considerable stay they were succeeded by other troops. The presence of this force probably overawed the malcontents, for since their arrival no more open manifestations of ill-will towards the foreigners has taken place. This unfortunate feeling, however, still exists, and very little would be sufficient to reproduce it in all its intensity. Considering the large amount of British interests in Andalusia, and the wealth and advantage to the Spaniard which the trade with England creates, it is very lamentable to have to record this element of danger to the lives and property of harmless and well-doing residents.

In a country where the central government is invariably weak, and the spirit of socialism and republicanism universally strong, foreign merchants cannot expect to enjoy complete security.

It may be remarked in conclusion of this section of my Report that the amount of wine imported from Spain and the Canaries, and remaining in bond in England on 31st December, 1865, was 6,781,680 gallons, against 7,303,144 gallons on the 31st December, 1864.

Salt Manufacture and Export.

The stock of salt at Cadiz ready for export on the 1st March (1866) amounted to about 200,000 tons. This is considered as large, and the owners of salt have not been inclined to reduce their prices so as to obtain sales. The actual excess over the regular stock at this period of the year may be taken at say, 100,000 tons, being the falling off of exports during the last two seasons, both on account of the commercial depression in America, and because of the American and other wars in the Western Continent. The price is about 10*s.* sterling per ton laid alongside ship in Cadiz Bay, *i.e.*, about 5 dollars per Spanish last, which is equal to 50 quintals, and the salt owners endeavour as much as possible not to let this price go down. But now there are many other salt manufacturing districts which begin to interfere with the export from Cadiz, therefore it is not improbable that the price may hereafter be somewhat reduced (from 10*s.* a ton). Nowhere is salt made more easily and cheaply than in Cadiz.

Importation of Coal.

During the last five years a total of 189,844,500 kilogrammes has been imported from England, (mostly from Cardiff) thus—

	Kilos.					
1861	31,007,300					
1862	54,965,300					
1863	41,088,000					
1864	36,572,600					
1865	26,211,300					
Total	189,844,500					

or about 190,000 tons English.

The average price demanded here for English coal is 30*s.* to 32*s.* per ton. The diminution which is to be observed during the last two years is occasioned by the Department of War and Marine having very much lessened the amounts of their contracts. The duty, or rather ‘consumos,’ paid on coal imported into Cadiz is about 4*s.* to 5*s.* per ton, English.*

While on the subject of coal, I may observe that it has surprised me, since coming to Andalusia, that although considerable amounts of English capital has been (sometimes profitably) invested in other mining throughout Spain, very little attention has been given to her coal fields. Coal formations are formed in Andalusia, at Belmez, and Espiel, at San Francisco del Monte, and Adanaz in the province of Cordova; and between Guadalcanal and San Nicola del Puerto, near the River Briar, and also at Villaneuva del Rio, in the province of Seville.

The Belmez and Espiel district is the principal coal-field in Andalusia, and second only in Spain to the extensive coal measures of Asturias. It extends from the villages of Penavoya to Villahasta, a distance of about 40 miles, and has an average breadth of about six. The coal is generally of good quality, and the seams, though very irregular, are of unusual thickness. The strata are frequently dislocated and contorted, owing to posterior upheavals, and in some places protrude in an almost vertical position, allowing where this takes place of their being worked with but little trouble or cost. Some years ago all the coal that was here produced was obtained from the surface, and the quality was very serviceable. The mine most in repute is the “Terrible,” owned by a French company; it is extensively and judiciously worked, and several miles of galleries

* This is more a town octroi or consumos than regular duty.

have already been cut. It is ready to supply a large demand, when the railways which are being constructed, and which are hereafter to be constructed, will connect this isolated place with the principal trunk lines in Spain. There are other mines at Belnez and Espiel, owned by the "Fusion-Carbonifera" and other Spanish companies, and by private persons, but all of them are either for the moment abandoned, or are very indifferently managed; and for their ultimate possession numerous and complicated lawsuits are pending. But thus the less coal is taken away from them in the meantime; and the only outlets for the little they put out are an iron foundry, several copper and lead smelting works, and a few neighbouring mills worked by steam-power established in the vicinity. The coal cannot be conveyed conveniently to any great distance, as the country is rough and hilly, and no regular roads, which could carry winter traffic, have as yet been made. The price at these mines for coal fit for furnaces and engines is from 13s. to 17s. per ton, but the cost of carriage to the Pechoro iron-works for instance (distant from Penarvoya about 60 miles), is upwards of 40s. per ton, its cost thus amounting at these works to 53s. to 57s. per ton. This high price naturally prevents any great consumption, and it is employed, owing to its good quality, only for special purposes.

The strips of carboniferous formations at San Francisco del Monte, and at Adamaz, quite near Cordova, have never been properly examined or explored, as far as I know. The coal formation of Guadalcanal begins near Bafia in Estremadura, and extends to the village of San Nicholas del Puerto, a distance of about 60 miles; its greatest breadth being about 15 miles. This large coal district is scarcely known even in Spain, and has never been thoroughly examined by competent geological surveyors. A pit here and there has been sunk, near where the coal seams protrude; and bituminous shale and coal of inferior quality have been met with at a few feet from the surface. At Fuente del Arco a small quantity of coal is extracted for the supply of a steam-engine established at a short distance. These unimportant and impotent attempts at real mining do harm to the coal-fields, and bring discredit on those of them that are worth careful working.

There are indications of coal near the River Biar, a tributary of the Guadalquivir, but neither has this district ever been well explored, nor has any scientific boring been attempted. According to several French engineers who have visited the spot, the formation where traces of coal deposits have been met with, belong to the triassic epoch. The coal-field of Villanuco, which is of limited extent, covering a surface of scarcely a square mile, lies in silurian rocks, and is overlaid by the tertiary formation, under which it dips in a southerly direction, and extends perhaps beneath the Guadalquivir (see map of Spain). This field has been worked for a long time by the "Compania del Guadalquivir," and by other companies, but without much judgment. Numerous pits have been sunk, of about 9 feet in diameter, to a depth of from 15 to 25 fathoms. The coal at the bottom has been raised by manual labour alone, the pitmen working the seam only as far as they thought it safe—without propping the galleries; and then abandoning the shaft to dig another one whenever they considered there was an immediate risk of the ground above giving way.

The consequences of this absurd manner of working these mines is, that a great portion of the first seam of coal is much deteriorated, and is of more difficult extension than if nothing had been done. The place is curious to look at, being completely riddled with these shafts and pits, and it is positively dangerous to go across the ground, even during daylight.

At present a large part of this property is held by, or for, M. Pereire, of the French Credit Mobilier. Proper machinery is being established, and the works are beginning to be carried on upon scientific principles.

These mines are about 20 miles from Seville, and the Merida Railway will connect them with the Cordova line at Treina. The seams are of no great thickness, but five (seams) are known to exist, only one of which has been worked in the imperfect manner described, the second has scarcely been touched at all. The annual yields of the Villanuco mines have been from 5,000 to 15,000 tons English, but M. Pereire's mines ("Minas de la Reunion") will soon be in a position to supply much larger quantities.

The other coal deposits of Spain are, Pola de Lena and Mierès, in Asturias; Val de Sabero, in Leon; Guardo and Muneca, in Palencia; San Juan de las Abaderos, in Catalonia, and Hinaressos, in Cuenca. The rest, as far as known, are of minor importance.

BRITISH IMPORTS INTO SPAIN.

The total value declared in the British custom-houses of all British and Irish produce and manufacture imported into Spain during 1865 is 2,249,827*l.* sterling, against 3,084,778*l.* in 1864, therefore, apparently, the value of the sherry wine exported during 1865 from Cadiz has been very nearly sufficient (see section on wine) to pay for all the exports of the year from England into the whole of Spain.

This is the result of making a calculation founded on the Returns of the Board of Trade and Custom-house. But to arrive at a more truthful result, and discover an approximation to the real value of all British produce brought into Spain during 1865, a somewhat elaborate calculation is requisite. Thus, we must first take the value of that produce imported from England into Portugal, and of that take about one-fifth (which fifth finds its way into Spain somehow or other); then a similar calculation must be made respecting British imports into Gibraltar, of which take about three-fourths; and, finally, the British imports into France must be taken into account, and of them a very small proportion must be selected, say one-hundredth part. And these three results must be then added to the published value, and then we shall arrive at something like the real sum. Thus:—

	£
Declared value of British exports to Spain during 1865 (as aforesaid) and given into Custom-houses	2,249,822
One-fifth value of British exports into Portugal, smuggled into Spain during 1865 across frontier, &c., said exports being worth 2,000,000 <i>l.</i> sterling	400,000
Three-fourths value of said exports into Gibraltar, smuggled into Spain during 1865 across frontier, and by boats, &c., said exports being worth 1,116,659 <i>l.</i> sterling	837,495
Small proportion of value of said exports into France, say one-hundredth part, which is smuggled across Pyrenees, and in boats, &c., into Spain, said value being about, in 1865, 9,000,000 <i>l.</i> sterling. (This cal- culation is obviously a nominal one)	90,000
Real (approximate) value of British exports into Spain in 1865	<u>3,577,317</u>

It is always difficult to come at exact figures when a large contraband trade must be taken into account, as in Austria and Spain, but I think the above may not be very far wrong.

The different plans and modes of smuggling English goods (mostly Manchester cotton cloths, not of fine texture), have been innumerable in Spain, and they will continue to be numerous and ingenious as long as the present tariff exists. As regards these goods it is almost prohibitory, and therefore they are the merchandise most often smuggled.

The approved plan, some time ago, was to enter a large cargo of goods under the name of coarse linen textures (on which the duty is very moderate comparatively), amongst which bales these cotton shirtings had been intermixed with the linen or fine canvas, &c. It then became a simple question of inducing the Spanish custom-house officer who examined the goods not to perceive the difference of the fabrics, and this was more difficult or more easy according to the temper and habits of the individual searcher.

I hear that this dodge is now exploded, and that other more crafty processes are in fashion. The Spanish custom-house officer is always very ill-paid, even worse than the Austrian, and everything is much dearer in Spain than in Austria, the consequences of which may be predicated as regards the Spanish douanier.

Owing to the unfortunate demands for the Peruvian and Chilian war, and for other financial reasons, the exports of gold and silver bullion from England into Spain during the last two years has been considerable. A large proportion of these English shipments came through Cadiz. The value (total into Spain) of gold from England in 1865 was 1,408,803*l.*, and in 1864 was 1,385,900*l.* sterling. The silver brought from England into Spain during 1865 only amounted to 3,605*l.* against 26,284*l.* in 1864. But thus the total value of specie has been considerable. Occasionally, but not often, remittances of specie are made to reimburse shipments of wine and other Spanish products. Here, again, the high protective tariff comes in awkwardly and inconveniently to fetter commerce. Indeed, in casting the eye down the long list of foreign countries to which England exports (for instance) her cotton manufactured piece-goods, it is lamentable to find that the name of Spain is omitted altogether: she excludes herself by the tariff. The only negative consolation, in regarding this list, is in finding that in 1865 there were exported from England into Portugal the superabundant amount of 42,512,157 yards of said useful goods, and into Gibraltar 19,404,719 yards, much of which is spared, indirectly, for the honest use of the Spaniards.

England exported into Spain during 1865 a value of only 95,058*l.* of linen manufactures, viz., 2,020,254 yards, goods of all qualities. It is said that the importation into Spain of linen fabrics is not increasing.

The imports of iron from England into Spain during 1865 have been very unimportant, at least compared with some former years; those into Cadiz have been very trifling, and of small value.

Some proposals have been made to the local authorities in Cadiz by English speculators respecting the construction of docks and the improvement of the harbour. Several of these schemes have of late been brought forward by different individuals, but the Spanish authorities do not seem as yet to have been satisfied with the terms of the proposals, nor with the capability of the proposers to fulfil their projects, so the matter is at present in abeyance. It need not be here said that large docks at Cadiz would be of inestimable value to Spain; they would be costly, but not difficult to make. I do not think that, under any circumstances, the adventure of a joint stock company owning these docks when made would prove a remunerative one to a foreign association.

A fishing company has been lately established at Cadiz; they have purchased four very pretty little steamers, made by Caird, of Greenock, and they hope to take large quantities of fish off the African coast, south

of Cape Spartel, using the steamers to bring the fish quickly into port. They profess strong hopes of success, and if so be that the project answer their expectation, they will then enlarge their fishing ground towards the Canary and other islands, salt the fish, and find a ready market all over Spain. Some years ago an attempt was made of this kind at Teneriffe, and the Spaniards say it would have been successful even in supplying to a certain extent the English demand for salted fish, had not the jealousy of the Newfoundland interest in Britain interfered with it, and precluded any aid from English capital.

Some attention is now being given in different parts of Andalusia to the absence of trees and forests throughout Spain, and the advantage which large plantations of timber would bring to the country. There are some old forest laws in different parts of Spain which include regulations for planting trees wherever they are regularly cut down, but these laws have never been enforced, and the absence of fences makes it very difficult to rear plantations where cattle pasture. The climate of Spain would in time be materially improved, had the country more clothing than it has, and intelligent Spaniards are beginning to grieve over the ignorant dislike, common in Spain, to trees and underwood. But the intelligence of Spain dwells in her towns, and the country people, in consequence of this, are beyond compare, the worst foresters and the worst gardeners in Europe. Spain might have magnificent forests in almost every district and wide ranges of garden ground near every town. There are few Spanish towns well supplied with vegetables or fruits. In this respect she is far behind Italy and France.

Still, as regards agriculture, Spain is prosperous in most districts, and especially in Andalusia. The direct tax levied on real property, on agricultural produce, and on cattle, has doubled (in Andalusia) during the last twenty years. It has nearly doubled throughout the whole of Spain, and in the Madrid lists stands as follows:—

	£
1846 to 1848 it amounted to	2,500,000
1849 " 1855 "	3,000,000
1856 " 1857 "	3,500,000
1858 " 1863 "	4,000,000
1864 " 1866 "	4,300,000

The same tax levied by the local authorities (throughout Spain) for provincial and municipal purposes, has risen during the same period from 350,000*l.* to 886,917*l.*

CATTLE, HORSES, SHEEP, &c.

During the last September, when the dread of cattle disease called the attention of the Government to the subject, a careful census was made of the cattle, &c., throughout Spain, the result of which I give in Table No. 2 (Appendix), which also gives the census during 1858 and 1859, and exhibits the increase.

It ought to be a reason of great thankfulness in Spain that the rinderpest has not attacked their cattle. There seems to have been no well-authenticated case up to now (April 1866). Were it to reach Spain it would probably sweep away the most of the cattle. There would be a great deal of talking and local boards, each with its own views, would make stringent laws and regulations, many of them judicious; but the peasants would not obey them, and there would be no system in carrying them out. At Cordova there is a veterinary association, which has been established there for many years. Instruction is given in skilful treatment of cattle, &c., to all who attend their college. The chief professor

there, Don José de Prádo y Guillen, is a diligent and most intelligent student, full of earnest love of his art. He has written me an interesting memoir respecting his views upon the rinderpest (views formed on his experience of Spanish cattle), and also a notice regarding the treatment of the bovine race throughout the Peninsula, of which the following note is a partial translation, and, in effect, a *précis*.

Note on the Rinderpest.—The dreadful cattle plague which is ravaging England and Germany has not attacked the large herds of these animals in Spain. It never has done so in its present rinderpest form, for on consulting the numerous essays of our old Spanish veterinary surgeons we find that though intimately acquainted with all the Spanish cattle diseases, they do not either directly or indirectly tell of it, showing that they did not know it; but our modern veterinary authors have given good translations from German and Russian medical works on the subject, therefore we quite understand what it is, and can safely assert that the rinderpest has never yet been seen in any part of the Iberian peninsula. The cattle epidemics, which have raged sometime from 1709 till now, have all assumed quite a different character, and the absence of the present cattle plague from Spain is thus a most interesting subject and question, why has it never visited us?

I fully believe that the chief reason is that we rarely, and in very small numbers, import any foreign cattle into Spain. There is comparatively little beef eaten throughout the country; more is produced than is consumed. Our exportation, especially from the north and Galicia, is considerable, and in truth our cattle importation is *nil*. The Galicia and Asturias cattle find their way to France and to England, but none come thence to us. I fully believe that, from the power of contagion which is so strong in the real rinderpest, if one ox, with any trace of that disease on him, had been imported into Spain, and had come into contact with cattle of this country, the epidemic would have spread, just as happened at Padua, in Italy, in 1711, from a diseased ox (coming from Dalmatia) being introduced into the stalls of Count Borromeo, and thus causing the fearful murrain which at that time almost ruined the pastoral wealth of the north of Italy. We are in hopes that the peculiar topographic character and configuration of our country may stand in the way of the production of the disease in Spain. Up to this time this, in addition to non-importation of cattle, has been in our favour, and if we compare the local condition of the places where, according to the opinion of most veterinary writers, the rinderpest is spontaneously produced (*i.e.*, in the morasses and lagoons of Tartary and some parts of Central Europe), with the position and circumstances of our country, we shall find them to be in direct opposition to each other. Many medical writers have traced cholera-morbus to the fetid and poisonous effluvia from the swamps and Sunderbunds of the Ganges, and thus we veterinary students are constrained to accuse the wide marshes of Russia-Poland and Hungary of being the birthplace of rinderpest. All the contagious cattle diseases known since 1709 have either spread from that focus of infection or been similar to the maladies often prevailing there. The Governments and people of the rest of Europe should carefully direct their attention to this fact, and so much the more because hitherto it has seemed that the present disease is far more easy to prevent and keep off than to cure. Were the disease to break out in Spain, isolation of suspected cattle, and careful separation of healthy, suspected, and diseased cattle would be the first means that we should adopt; but the cattle of the three different categories ought to be kept at a distance from each other, not only separated. I am at present doubtful of the success of any means of cure if the rinderpest takes strong hold of an animal, that is, during the first

period of its breaking out. In fact, we should try to treat it here as endemic, epidemic, and highly contagious, all at once, and at first we should certainly, in any locality, deal with it as incurable, and try to stamp it out. If it continued and spread we should be guided by circumstances, and by its greater or weaker virulence.

Note on Cattle-rearing in Spain.—Our system of cattle-rearing may be reduced to two fundamental principles:—first, the open-air system at all hours and seasons, and, secondly, the double system, viz., half the year housed, the other half in the open pastures. Constant stabling of cattle is never practised, not even in Galicia, where they stall much more than here in Andalusia. The large herds of cows destined for breeding are kept (in the south of Spain) on the first system, open-air pasturing at all times. These animals never enter stables or places of shelter, they live continually in the pasture grounds, which are uncultivated meadows and hill-sides, covering a vast extent of country. They feed on the herbage and plants which are the natural produce of the earth, and their food thus depends on the seasons, on the scarcity or abundance of the pasture, and on the fertility or barrenness of the soil they are on. Nothing is provided for them by man, either in winter or summer. If there be enough for them to graze on they live; if not, they die. These cattle have no dwellings or artificial places of shelter; they endure the rigour and the variations of the seasons entirely in the open air. They are exposed to cold, frost, snow, and (in summer) to a burning sun, with no other protection than what a bush, tree, or rock can afford them.

During the autumn, winter, and spring months they are generally kept in the pasture grounds of the Sierras, on the brows and spurs of the mountains, because these pasture grounds are more sheltered than those on the coast or table land. In the summer they go to the wide unfenced stubble lands of the plains and *Vegas*, near the coast, and wherever there is table land, if good watering places, especially running streams and rivers, are also found near. During the heats of summer they are most liable to common cattle ailments, and the cowherds require to be doubly careful in this season of the year. They make the cattle feed during the night, and early in the morning turn them into a species of fold or rough pen, where the animals lie down to chew the cud, and rest till about 9 or 10 A.M., at which hour they are again allowed to pasture. During the greatest heat of the day (12 to 4) they are never driven, or allowed to go for food, to a great distance; in July, August, and September, this would be attended with risk of spleen-congestion, sometimes very fatal in summer. During the other season there is no danger of this kind, and the only care taken is that they go from one district of pasturage to another, as plenty or scarcity dictate. This is a rude system, and although, at first sight, it appears economical, is not so, but is expensive, and sometimes prejudicial, to the cattle. Its only advantage is, that no outlay of money is involved, except the cowherd's wages, and the rent (or value) of the pasture grounds. Its difficulties and disadvantages are:—first, this system can only answer in the least-inhabited parts of Andalusia, where, from want of labourers, there is of necessity a wide extent of uncultivated land, and, secondly, by it the cattle are often obliged to endure great privations and want of food during drought and scanty seasons; they fall away in health, become weak and consumptive, *i.e.*, easily overpowered with any trifling malady (or accident), and sometimes die in great numbers, the owner thus suffering loss from want of precaution in procuring other food besides natural pasture. During the winter, also, the storms of wind and snow kill many valuable cattle; besides this, by this system, the cows are not prolific, and they breed irregularly. The increase therefore is small (in comparison with that

obtained by other systems), and it is calculated that only one-third part of the cows in a herd calve during the year. Thus the total number of heads of cattle produced under this (open air) system, is far from what could be expected. These cows are not employed in any other way and never work, nor are they milked for yield of milk or butter, &c.; but it is also to be acknowledged that, unless in the height of summer and very depth of winter, these herds seem to suffer little from occasional disease or ordinary sickness. The system gives them a sort of hardihood and power of resisting privations. (I may almost call it abstemiousness, or Spanish *sobriedad*), which frequently stands them in good stead. It is a necessary consequence of the want or the sparseness of population in Spain, a fact too little considered by all Spaniards.

To a certain extent this open-air system is followed in the Castiles, La Mancha, Aragon, Navarre, &c., whilst in the Asturias, Galicia, and part of Catalonia, where land and landed property is much divided and subdivided, and where the climate is sometimes very cold, this system would not do at all, and is not practised. Were it modified and improved in the south of Spain it might retain some of its crude and natural advantages, but, alas, we Andalusians are devoted to our primitive and accustomed routine, and thus we are punished, and cannot boast of half the fine herds of cattle and of pastoral wealth, which we might do if we were wiser.

Ever since our régime and form of Government was changed in 1833, when the large sales of the national and clerical properties placed a great many of the then pasture-grounds and uncultivated lands (which till then had been unalienable estates) into the hands of private individuals, and when impulse was given to private interests, and from the price of corn and grain, these lands began to be cultivated. The herds of cattle have not increased as they ought to have done, and as I hope they will do, as we improve our knowledge and our treatment of the different breeds of horned cattle.

We now come to the second system of rearing and treating cattle throughout Spain, viz., part of the year housed, and part in open pastures.

During winter, and indeed from the first days of autumn, the cattle intended for exportation or for work are always housed at night in sheds or semi-open stalls. In Galicia they are regularly stabled whenever it is cold. In Andalusia the peasants obstinately adhere to making these cow-houses or sheds far too open. The animals derive certainly some shelter from the rigour of the atmosphere; but their food gets wet with rain, and often they refuse to eat it in consequence, and thus become ill and weak, and liable to disease. The peasants are stupid and obstinate about this, and give as their reason, that if there is a shelter immediately *above* the cattle (afforded by a roof) the sides cannot admit too much air. It is singular how they persist in this view.

In the middle of Spain, and in the northern provinces, the houses for cattle are, on the whole, well and carefully built, with windows and openings for air; but the animals never suffer from the rain or snow beating upon them or their food. These cattle are often worked, and they are much more attended to than the semi-wild herds in our beautiful province. It is supposed to improve the northern cattle (intended for exportation) to make them labour regularly and moderately at the plough and with the cart.

In the spring the cattle in most districts of Spain leave off going into the houses or sheds, and live and feed on the uncultivated portions of the large farms; a third portion of which is sown every year, the other two-thirds remain uncultivated or "fallow," and there the oxen intended for labour (and the market, &c., &c.) graze. This rotation system, as

regards "fallowing," is pursued with considerable regularity throughout Spain. After the harvests are reaped, the stubble lands, on which grow also some herbage and green weeds, afford abundant pasture, and the cattle graze these districts very advantageously. They produce largely the wheat-grass, *triticum repens*, which is considered nutritious and wholesome. This second system (mixed) of treating our cattle keeps them more directly under the management of the man under whose care they are. And thus it is only when there is abundance of food in the fields that they are not supplied with it in their stalls. The cattle thus brought up are, of course, many fewer in number than under the first detailed system; they suffer fewer privations, and are much finer looking; but most of the cattle in Spain are born under the wilder system of perpetual open-air pasture. I think that the second system is brought to most perfection in the provinces of Galicia and the Asturias. There they are also housed carefully during the heats of summer so as to avoid distress from flies and insects. The cattle are cleaned carefully, and groomed; and are also clothed during the rigorous nights of cold winter. They are more prolific than in Andalusia; their milk is more abundant and nourishing, and their flesh is esteemed even in England and at Madrid.*

Experiments made occasionally to cross the Spanish breed of cattle with the Durham have not hitherto been successful. But, in my opinion, improvements in obtaining a variety of breeds of cattle are greatly to be desired.

Professor Prádo has thus offered his views as regards the absence (hitherto) of the rinderpest in Spain. I think that he, and all who study the subject, would object to the high feeding with oil-cake, &c., as practised in England, for cattle in a southern country and climate. Objection might also be taken to the rich rank pasture often produced by the stimulating quality of manure. A Spanish farmer once told me that all animal manure injured the grass, in its wholesome quality, for the first two years after such manure was used, and that it inevitably imparted deleterious qualities to the herbage, and to the cattle who fed on it. "Too much animal manure," said he, "induces scrofula in the animals who eat the grass or vegetables forced by it; and also in those who eat the wheat grown on such lands!" This remark was gravely made by a reflecting serious man, and it struck me as curious in these days of (in England) forcing our soils into "richness" by all manner of fearful abominations, instead of contenting ourselves with draining, irrigation, and the old-fashioned top-dressing of leaves and lime. There may be some common sense in the Spaniard's idea that the artificial produce of putrid animal manure will partake of its rottenness.

As to the cattle plague, there being no importation (to speak of) from other countries of either sheep or cattle, we may be permitted to hope that Spain will escape it. The general idea seems to be here that, if it does arrive, it ought *just at first* to be met with the most vigorous and rigorous "stamping out," and that then isolation, and non-intercourse, and entire separation, are the best modes of combating the evil. A clever article appeared lately in a Seville paper on the origin of the rinderpest and its effects. It attributed the original disease in the Russian steppes to starvation, and poisonous inoculation by flies from the putrid bodies of the dead (starved) cattle. In Germany to the filthy state in which cattle are kept there,—to stall-feeding and over-working, and to permitting the cattle to feed on decayed refuse of vegetables. In England to over-care and over-

* No "artificial" food, such as boiled roots or oil-cakes, is ever given to cattle in Spain.

feeding, producing a habit of body which predisposes to infection of every kind; and (like the Andalusian farmer before quoted) to "the rich food of English pastures reeking with animal manure."

These worthy Spaniards may be mistaken in this, and may set too much value on simple unstimulated pasture and food for cattle; but, perhaps, they may be right up to a certain point.

MINING IN ANDALUSIA.

I have not been able to collect some statistics (which I am putting together) sufficiently early for this Report, but shall include them in a supplemental notice on mining-property in the south of Spain, which will be ready by the end of the summer.

The district between Ayamonte and Llerèno, on the left bank of the river Guadiana, is becoming, from more careful borings, much more productive in various metals than it used to be, and will probably be a field for extensive English mining in the course of time. The following shows the increasing estimated wealth of mining produce throughout Spain, as given by the Minister of the Interior at Madrid.

ESTIMATED VALUE.

						£
1860	..	..	..	..	..	2,210,000
1861	..	..	..	..	..	4,830,000
1862	..	..	..	..	..	5,250,000
1863	..	..	..	..	..	5,650,000

This includes (of course) the produce of the coal mines, as well as those of metals. Since 1863 the mining produce has not much increased in any district of Spain, but nowhere has it decreased. And want of labour is given as a reason for its small augmentation.

The free trade party in Andalusia are as decided in their views as ever; but lately no active steps have been taken here to push on any change of policy at Madrid. The powerful protective "phalanx" of Catalonia are supposed still to be too strong to be combated in any other manner than through the liberal newspapers. In them the vexed questions of the high protective tariff, the injurious differential duties on shipping, and the tyrannical action of the octroi on all dwellers in Spanish towns, are perpetually canvassed and ventilated. In the end this will tend to bring the Spaniards round; but the whole matter of a free trade policy in Spain must be regarded from the point of view of an old-fashioned Spaniard, as well as from that taken in England. It is not without its difficulties, and in some respects the Spaniard is peculiarly situated. With regard to the reduction (or abrogation) of the tariff on English cottons and iron, and the abolition of the differential duties on goods imported into Spain under foreign flags, we must remember that, although there does exist a great deal of ignorance on these topics, the opposition to such measures is not the effect of ignorance alone. Many Spaniards are thoroughly alive to the advantages to the *dwellers* in Spain, and especially in the seaports, which liberal reforms on this head would bring; but these men of the Spanish race are afraid of all the concomitant consequences to the Spaniard (proper) which such changes would bring along with them. A wealthy Spanish merchant remarked to me lately, "If we had no differential duties, no protective tariff, and no alien laws (*leys dè estrangeria*), all the import trade of Spain would be whisked out of *our* hands in six years. The Biscayan and Mediterranean commerce would be taken up by French, Germans, and a few English, whilst Cadiz and Seville would be invaded by legions of pushing English and American merchants and shipowners, who would soon elbow *us* out of the

race. I acknowledge the general excellence of your free-trade theories, and in many countries they can be successfully reduced to practice; but if carried into effect in Spain, each year would witness a succession of Spanish houses of commerce "going to the wall" one after the other. We should inevitably be driven inland from the sea-board, and would, as a race of *Spanish* merchants, have to yield the foreign trade of Spain into the hands of others. We have not now a-days neither the perseverance nor activity which we once had, and English, French, and Germans, have ten times more than they used to have. You may ask us to admire your theories and your practice also, but 'you have no right to ask us to cut our own throats.'"

In regarding, therefore, the slow progress which the principles of free-trade make in Spain, and the dogged opposition they meet with; and, besides, the languid aid given to them by the Madrid liberals, we must take into account this somewhat morbid mode of thought, or rather of dread, which the old-fashioned Spaniards possess, and which perhaps may not be altogether unreasonable. Spain and her seaports would undoubtedly benefit by free-trade policy, at the expense in some degree, and in many instances, of the real Spaniard of Spanish race.

Even already there is a wave of French colonists sweeping into Spain' both on the Biscayan and the Mediterranean coast. It is said that there are 25,000 prosperous French men and women in Madrid; about 15,000 in Catalonia, and (smaller numbers than these but still) considerable masses of them at Valencia, Carthage, and Malaga. There are comparatively few French in Cadiz, but it seems that most French subjects in Spain are doing well, and I believe there may be in all nearly 50,000 of them. This emigration from France into Spain has only begun about 20 years ago; I think the French are the foreigners the least disliked in Spain, probably from their being Roman Catholics. In the Andalusian provinces there are scarcely any Italians, though some respectable families here claim descent from former immigrants from Genoa two centuries ago.

The local papers in Seville and Cadiz have frequent articles in praise of the reforming policy of the present Government. They assert that the army is to be reduced from 100,000 to 85,000 men, and that proportionate reduction is to take place in the Marine Department, which circumstance might lead to the inference that O'Donnell doesn't expect the Chilian war to last long. I do not think that he sufficiently estimates the seriousness of the scrape they have got into in the Pacific.

The "Guardia-Civil" is to be increased to 20,000 men, at the rate of 1,500 per annum, and a rural guard formed, with the additional men. This is a most valuable force, and is invariably composed of the steadiest and most respectable men selected from the whole army; they are a very efficient rural police, and are well paid. It is probable that their increase now is one of the results of the late revolt, which showed how little the army is to be relied on. The barracks in Madrid and in some of the provincial towns had to be watched night and day by the "Guardia-Civil," to prevent the men from deserting.

A new proposed municipal bill has given great satisfaction in the south of Spain; its provisions will rather increase the self-government of the municipalities, and decrease the power of the civil governors of provinces, who are in reality merely the "election-agents" of the Government for the time being. If this new bill be carried, the law of "ayuntamientos" will be modified, and the "alcaldes," or chief magistrates (elected by vote), will be much more independent of the authority of the civil governor than at present. It is thought that this measure will aid in changing the octroi laws, which in Spain, as elsewhere, are the bane of all internal commerce and intercourse. The railway interest is taking up

this subject warmly, as one greatly effecting their revenues. Were the octroi laws abolished, every railway in Spain would have large additional traffic, both from goods and passengers.

The commercial treaty just concluded with France will benefit Spain in a free-trade direction, and give an impetus to foreign commerce; but it will be more felt in Barcelona than in Cadiz. Any treaty of commerce with England, or any proposal for such a measure, would be looked at with the greatest jealousy in Spain. I think they may, perhaps, in a few years begin gradually to lower their tariff on cotton goods and manufactured iron; but I question whether any minister could, in the present temper of the Spaniard, dare to propose or conclude a commercial treaty with England, which would do us any real good. The minister read lately (in the Cortes) a project, which has been much talked of throughout the country, for granting a charter for a vast "Anglo-Spanish Bank," which is believed to involve, in whole or part, the settling of the vexed question of the Spanish "certificates;" and thus opening to Spanish securities the London and Paris stock exchanges.

The terms of the bank concession, in the minister's proposal, are sufficiently advantageous to allow of the founders paying off the certificates; for with a specie capital of 12,640,000*l.* sterling they are to be allowed to issue 37,920,000*l.* sterling of notes, which notes shall be a legal tender all over Spain, receivable by all Government officers, in payment of taxes, &c., &c., at their par value. The bank will therefore have in reality a capital of upwards of 50,000,000*l.* with which to do business. In addition to whatever deposits they may have from customers, and even if they only limited their operations to discounting at six per cent. per annum, it would give a profit of upwards of 24 per cent. on their real effective capital of 12,640,000*l.* It is therefore sufficiently advantageous to allow the founders to dedicate a large margin towards the paying off the "Coupon certificates;" but it is doubtful at present whether the Minister will be permitted to carry through his proposals in its integrity. The undefined jealousy of the foreigner and Protestant will probably stand too strongly in the way, however respectable the London names on the proposed "direction" may be, and although the establishment of such a bank could only do great good to Spain, at whatever risk to foreign shareholders. One great benefit would be that this national bank would swallow up the Bank of Spain and all the petty provincial banks, and would have branches in the chief towns throughout the country. Some of the petty provincial banks do well for their shareholders, and some do ill. Those who do well are usurious, and "grind the face of the poor," and those who do ill (for their shareholders) issue notes, which pass only at a discount (like the Bank of Cadiz), and thus people are inconvenienced and lose money by them. The capitalists of Madrid, and those capitalists in Paris and elsewhere who back them, will all strongly oppose this proposed bank. They are now screwing 20 and 25 per cent. out of the Spanish Minister of Finance for their temporary loans to him, and were the "certificate" question settled by such a bank (whether English or not), these patriotic gentlemen could not gain more than 7 or 8 per cent. for their floating capital.

There are, however, two points which the English, who are inclined to support the Great Anglo-Spanish Bank, must keep in mind:—First, although the bank be established under favourable auspices, and begin business prosperously, under careful administration and good management, yet in six or eight years they will find that all their capital is inevitably and irrecoverably "locked-up" in Spain, and that this may not tend to improve its convertibility. This will not depend on the profitable nature of the bank's business, but on the fact that the prosperity of the bank will depend on the

prosperity of Spain, and the security of foreign property in Spain. Second, however stringent the Bank's charter may be, and however carefully worded the provisions of the deed of settlement, this proposed Anglo-Spanish Bank will be, in a few years, solely and entirely managed in Madrid. The London "direction" will be a nullity whenever the capital is invested in Spain.

There has been, latterly, rather less emigration from the south of Spain than during the last four years, which is a favourable symptom of the state of the country; but the scanty population of 16,000,000 throughout the whole continent of Spain, tells against much rapid progress in material improvement. It is this fact which keeps the "Iberian" party together, and gives them hopes of some ultimate solution of the Spanish-Portuguese question. Were the population of Portugal added to that of Spain, they think that the 20,000,000 of "Iberians" would suddenly become a great power in Europe,—great in politics, and great in trade.

On the whole, the position and prospects of Spain in 1866 are better than in the spring of last year. General Prim's threatened revolution has been got quietly over, and has not much interfered with commerce, or even with the manufactures of Catalonia; it was long and anxiously expected, and many feared that it would have been more dangerous to the present state of affairs at Madrid than has turned out. The people in Andalusia are greatly relieved, and have "taken a long breath" in hopes that matters may now jog on quietly for another couple of years, especially if financial reforms are honestly effected.

No doubt political difficulties are in store for Spain. The most fantastic forms of political theories are held by many, and abound in the (very free) newspaper columns published everywhere, taking the reader back to the expressions of dreamy general views of political life, which prevailed in French literature before the great revolution, and somewhat resembling the bombastic aping of the old Greek republican ideas (tolerable only in the ancient classics) which characterised the writings of the Americans in 1789. The Spaniard delights in reading these hackneyed and speculative articles, which do him no good. But although the prosperity of Spain, and the progress of her commerce, depend greatly on her politics and the turn they take in the future, a "commercial report" is no place for such disquisitions, and I conclude this paper by referring those who wish to look a little into the present state of Spain, to a very lucid and able article written in the "Fortnightly Review," in March, 1865, by the late Lord Edward St. Maur, for some time attaché at Madrid; to Mr. Grant Duff's careful and learned paper on Spain, in the "North British Review," of the same month; and to Mr. Hayward's clever notice on the politics and prospects of Spain in "Fraser's Magazine" of last December. All these papers are very instructive. There have also been published lately in Madrid some useful pamphlets on the finance policy of Spain, by Mr. Owen Ross, who is intimately acquainted with all Spanish questions; and the late letters in "The Times" and the "Telegraph," written by their special correspondents at Madrid, have been well worth perusal and careful study. They will afford much interesting and valuable information to the English readers, and are composed in an excellent spirit.

TABLE No. 1.—Prices of Wheat throughout Spain in March, 1866.

		Per Fanega.	Per Hectolitre.	Locality.
Wheat	Highest .	8,000	14,414	Pravia, in the province of Oviedo.
	Lowest .	2,400	4,323	Sepulveda, in the province of Segovia.
Barley	Highest .	4,200	7,567	Cangas de Onis, province of Oviedo.
	Lowest .	1,175	2,116	Belchite, in the province of Saragossa.

This Table, showing the average price of corn in forty-eight provinces of Spain in the month of November, 1865, is a proof of how necessary it is to admit it from abroad.

The minimum price of wheat was 24 rials per fanega, or about 24s. per quarter, at Sepulveda, in the province of Segovia (Old Castile).

The maximum price of wheat was 80 rials per fanega, or about 80s. per quarter, at the seaport of Pravia (Asturias); showing a difference of 56s. per quarter between the maximum and minimum.

Again, in the inland provinces of Burgos, Segovia, Soria, and Saragossa, the average prices was below 30 rials per fanega (30s. per quarter), whilst in those of Alicante, Barcelona, Cadiz, Malaga, and Pontevedra, all of which border on the sea, the price exceeds 50 rials per fanega, or 50s. per quarter.

The maximum price of barley was 42s. per quarter in the maritime province of Oviedo (Asturias)

The minimum price of barley was 11s. 9d. per quarter in the inland province of Saragossa,

TABLE No. 2.—Cattle, Sheep, &c., in Spain, in 1865.

	1858.	1859.	1865.	Increase in 1865 over		
				1858.	1859.	Per Cent.
Horses ..	268,248	382,009	672,550	350,863	290,550	76
Mules ..	415,978	665,472	1,001,878	554,870	336,406	50
Asses ..	491,690	750,007	1,200,814	766,119	540,807	72
Cattle ..	1,380,861	1,869,148	2,904,598	1,255,863	1,035,450	35
Sheep ..	13,794,959	17,592,538	22,054,967	7,115,830	4,462,429	25
Goats ..	2,733,966	3,145,100	4,429,576	1,547,028	1,284,476	41
Pigs ..	1,018,383	1,608,203	4,264,817	3,057,824	2,656,614	165
Camels ..	..	1,861	3,104	..	1,243	66
Total..	20,104,085	26,014,338	36,622,313	14,651,501	10,607,975	

Note.—A census was very carefully taken by the Government on the 24th September, 1865, showing the number of horses, cattle, sheep, &c., in Spain. On two former occasions a similar census has been taken, viz., in 1858, by the Ministry of Finance, and in 1859 by the Statistical Department.

Cadiz, April, 1866.

TURKEY.

ALEPPO.

Report by Mr. Consul Skene on the Trade of Aleppo for the Year 1865.

THE trade of Aleppo in the year 1865 has not been as prosperous as it was in the year 1864. The fear that peace would be concluded in America early in the year, and cause a sudden fall in goods, prevented the merchants from undertaking speculations, and kept them back from giving orders for goods. Towards the end of the year, however, orders were given which improved the market to some extent.

Exportation was also stopped for some time, the merchants finding that the goods exported lost a great deal, and towards the end of the year the outbreak of cholera at Aleppo prevented exportation entirely, as no business whatsoever was done for upwards of two months.

The total value of goods imported in the year 1864 amounted to 2,081,054*l.*, and that of goods exported to 669,495*l.*; this year the total value of goods imported amounts to 1,352,852*l.* 17*s.* 9*d.*, and of goods exported to 593,407*l.* 13*s.* 5*d.*, which leaves a difference of 728,201*l.* 3*s.* 3*d.* in importation, and 106,082*l.* 16*s.* 5*d.* in exportation. The difference of the value of the goods imported and exported from every country between the year 1864 and 1865 is shown as follows:—

IMPORTATION.

	1864.			1865.		
	Currency.	Sterling.		Currency.	Sterling.	
	Piastres.	£	s. d.	Piastres.	£	s. d.
Great Britain ..	179,500,000	1,617,117	2 4	138,750,000	1,250,000	0 0
France ..	27,845,000	25,855	17 1½	1,432,058	12,901	8 6
Austria ..	8,825,000	79,504	10 1	3,887,827	35,025	9 4
Italy ..	2,897,000	26,099	1 11½	904,650	8,150	0 0
Belgium ..	8,170,000	76,602	12 0½	3,385,500	30,500	0 0
Turkish Ports ..	260,000	2,242	6 10	206,629	1,861	10 6
India ..	3,500,000	21,621	10 7½	1,600,000	14,414	9 5
Total ..	230,997,000	2,081,054	11 11½	150,166,664	1,352,852	17 9
Difference ..	.. ..	.. ..	.. ..	80,830,336	728,201	3 3

EXPORTATION.

	1864.			1865.		
	Currency.	Sterling.		Currency.	Sterling.	
	Piastres.	£	s. d.	Piastres.	£	s. d.
Great Britain ..	10,594,000	95,441	8 9½	8,353,363	75,255	10 7
France ..	29,735,000	267,772	17 7½	27,769,425	250,175	0 0
Austria ..	20,000	180	6 7½	25,000	225	4 3
Italy ..	585,000	5,270	5 4½	354,463	3,175	7 0
Egypt ..	36,710,000	330,720	14 4½	29,368,000	264,576	11 7
Total ..	78,144,000	699,495	9 10	65,868,251	593,407	13 5
Difference ..	.. ..	.. ..	.. ..	12,275,749	106,087	16 5

The decrease is due to the fear of many leading merchants that by every mail they would hear of a great fall in the price of goods, so that all the merchants instead of giving new orders, sold what they had even at a loss, provided they could get rid of the stock they had on hand before the fall came. When peace was announced they saw with astonishment that the prices did not fall as much as they expected, and consequently orders for goods were given to meet the great demands from the interior.

This year 45 ships have arrived at Alexandretta under British colours, of an aggregate burden of 37,869 tons, all screw steamers, bringing Manchester and Glasgow goods freighted at Liverpool and consigned to merchants here.

The goods landed at Alexandretta from the latter places were as follows:—

Articles.	Quantity.	Value.			
		Currency.	Sterling.		
		Piastres.	£	s.	d.
Prints and T Cloths bales	15,000	79,305,000	714,459	9	2½
Tanjibs and Lappets "	4,000	24,000,000	216,216	4	6
Cotton Twist "	2,700	18,900,000	170,270	5	5½
Madapolams and Shirtings .. "	1,000	6,000,000	54,054	1	2½
Other Articles of Manufacture .. "	500	3,000,000	27,027	1	6¾
Copper cwt.	5,000	4,700,000	42,342	5	10½
Iron "	4,500	675,000	6,081	1	7½
Zinc and Lead "	600	420,000	3,783	15	8½
Coffee and Sugar "	400	800,000	7,207	4	1¾
Dyes, Drugs, Pepper, Spices } and Miscellaneous }	..	950,000	8,558	11	2¾
Total	..	138,750,000	1,250,000	0	0

Manufactured Goods.—The amount of manufactured goods imported during the year 1865 amounts to about 18,000 bales, 17,400 being British. The usual amount of goods imported from the United Kingdom varies from 20,000 to 22,000 bales, but this year the amount is less, no orders being given for several months in the beginning and towards the end of the year, and the stock in hand serving for the few orders that came from the interior. The consumption in Aleppo itself diminished this year, food being so very dear that the lower class of the population by working hard could with difficulty maintain their families and had nothing remaining to buy clothing.

Indigo.—The importation of indigo this year has also been less than in the year 1864, the quality imported last year not having sold advantageously. The crop of the superior quality, which is generally used by the native dyers here, has become scarce in India, and the prices being accordingly higher the merchants abstained from importing it. About 130 cases of the second quality were imported this year to the value of about 1,300,000 piastres, about 11,711*l.* 14*s.* 1¾*d.*

Cochineal.—Two qualities of this article are used here,—what they call the dark red and the light red; it is imported from Marseilles. The prices being high this year, and the demand for dyeing being less, the merchants imported a small quantity of the former quality, which is mostly used here; about 10,000 okes were imported this year, worth 800,000 piastres.

Coffee and Sugar.—The importation of coffee has been almost the same as that of the year before. Sugar in the commencement of this year

had fallen in price very much in France and the merchants imported great quantities, which, on its arrival, lowered the prices in this market to a great extent, and did not give the profit the merchants had hoped for; accordingly the importation was stopped for some time. About 9,500 casks of sugar and 7,750 bags of coffee were imported from Marseilles, and 300 casks of sugar in lumps, and 100 bags of coffee from Liverpool, worth in the whole about 16,325,000 piastres.

Copper and Iron.—Early this year copper rose in price very much here, which was caused by great demands from the interior and very little existing in the market here for sale; a great deal was imported and sold with a good profit. The high price only lasted for three months, and then it fell suddenly and the importation was diminished to its usual amount. 1,000 cantars, equal to 5,000 cwt., were imported this year, to the value of 42,342*l*. The importation of iron also was more this year; the amount imported is 4,500 cwt., worth 6,081*l*.

Hardware.—The importation of this article has not been so prosperous this year, and about 15 per cent. less than the previous year was imported. A small quantity was imported from Liverpool for the first time this year to the value of 700*l*.

EXPORTATION.

Cotton.—The exportation of cotton this year hardly approached the fifth part of the amount exported in the previous years since the commencement of the American war. This year the prices varied very much in the market here, and when the time came for sowing they were very low, and the peasants were discouraged, other articles of culture being more advantageous with less risk. About a fourth part of the amount of seed sown in 1864 was used this year. At the time of the crop, the prices not having risen, the cotton found no sale in the market; towards the end of the year prices rose a little, and, with the hope of its rising more in Europe, about 1,500 bales were exported to Marseilles and 500 to Liverpool.

Wool.—The exportation of wool this year has been less than last year. The Arabs, who furnish the greater part of the wool bought by the merchants here for exportation, having some differences with the local Government about their submission and payment of taxes, all retired into Central Arabia, and the cost of transport, together with the risks, prevented the merchants from exporting much of that article. About 20 per cent. less than the previous year was exported, the profit of which hardly paid the expenses of the exporters.

Gall-nuts.—The exportation of gall-nuts this year has been more successful. Early in the season the price rose a little in France, and the exporters, with the hope that it would continue rising, began buying great quantities, and the prices reached 40*l*. 11*s*. 6 $\frac{3}{4}$ *d*. the cantar (5 cwt.) towards the end; however, the prices fell to 36*l*. 0*s*. 8 $\frac{1}{2}$ *d*. which stopped exportation. 30 per cent. more than last year was exported this year, leaving a good profit to the exporters.

Native Industry.—This year has been very unfavourable to native industry. The demand in Egypt, which is the place where the greater part of the Aleppo stuffs find a profitable sale, was very limited; the silk stuffs found no sale at all, and the prices offered for the cotton goods was a great deal too low, and those of cotton twist too high, to make that trade profitable; and, when the prices of cotton twist fell, the cholera broke out in Egypt and Aleppo, and the exportation stopped entirely.

The greater part of the lower class of the Christian population, and a part of the Mussulman, being weavers, suffered very much, as the proprietors of the looms were obliged to close them for some time, not being able to sell the stock already on hand, and, when the work was resumed, they only employed the poorest of the weavers and those that had numerous families to support, and the rest remained without being able to find the means of supporting their families. Wheat, and almost every article of food, in the mean time rose to exorbitant prices. A part of the members of the provincial council of this city formed a company and bought up the tithes from the Government, and they themselves being the greatest proprietors, kept back their wheat, so as to get a higher price, to the detriment of the poor, and consequently it rose so very high that it became impossible for the poor to supply their wants. The demand for barley, on which they depended, being great, it rose also very much, and a numerous portion of the lower class were in great difficulties. To complete their misery the cholera broke out here in summer, and, finding the population almost in a state of famine, carried away a great number of them. After the cholera ceased the misery continued to be great, and up to the present time wheat is very dear, and nothing seems to be done for the supplying of the market.

Aleppo, December 31, 1865.

SALONICA.

Report by Mr. Consul Wilkinson, on the Trade of Salonica for the Year 1865.

Shipping and Navigation.—The following Table furnishes an account of the number of ships, with their tonnage, that entered and left the port of Salonica in 1865, specifying the countries to which the vessels belonged.

	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	20	3,963	26	5,733
„ Steamers ..	2	872	2	872
French	2	477	2	477
„ Steamers ..	113	61,168	113	61,168
Austrian	34	7,301	34	7,301
„ Steamers ..	31	14,003	31	14,003
Russian	9	2,529	9	2,529
Italian	35	7,467	33	7,169
„ Steamers ..	2	1,201	2	1,201
Hellenic	293	27,425	293	27,425
„ Steamers ..	37	11,400	37	11,400
Ottoman	124	13,245	124	13,245
„ Steamers ..	40	21,000	40	21,000
Prussian	4	1,284	4	1,284
Total. ..	746	173,335	750	174,807

The above Table does not include the small craft employed on the coasting trade, of which 4,270 vessels, of an aggregate burthen of 47,240 tons, entered the port of Salonica in 1865. These vessels are under the Turkish flag, and chiefly carry timber, firewood, charcoal, grain, and fruit.

The year 1865 shows a considerable decrease in British tonnage as compared with 1864, when it amounted to 11,075 tons, though the value of both the imports and exports by British bottoms exhibit this year a large increase.

There is likewise a decrease in the number and tonnage of the steamers under the Hellenic flag, on account of the Hellenic Steamship Company's boats having, during the prevalence of cholera in the Levant, interrupted their trips to the Turkish ports, owing to the stringency of the quarantine measures adopted by both the Turkish and Hellenic Governments.

Towards the end of the year an Italian company established a line of steamers between this port, Smyrna, Italy, and Marseilles, in order to meet the requirements of the cotton trade, which the boats of the French companies alone could not satisfy.

No new lights have been exhibited on the coasts of Macedonia and Thessaly this year, but the lighthouse on Cassandra Point, having been

damaged by the sea, was demolished, and a new one built a few hundred yards farther inland. It stands now in latitude $39^{\circ} 57' 30''$ N., longitude $23^{\circ} 22'$ E. Greenwich.

Trade and Commerce.—There was a fair demand during the year for British manufactures and cotton yarns, and the quantities imported show a considerable increase as compared with 1864. The importation of British iron and copper has likewise much augmented.

The following Table furnishes an account of the approximate value of the imports and exports by British and foreign ships in 1865.

		Imports.	Exports.
		£	£
British	.. ..	57,915	74,011
French	.. ..	350,000	810,000
Austrian	.. ..	250,000	126,000
Italian	.. ..	16,500	103,300
Russian	.. ..	2,526	8,000
Hellenic	.. ..	55,000	40,000
Turkish	.. ..	14,000	32,000
Prussian	.. ..	7,034	..
Total.	..	752,975	1,193,311

British goods, chiefly cotton and woollen manufactures, cotton twist, copper, nail iron, bar tin, machinery, &c., to the approximate value of 290,000*l.*, figure in the above Table among the value of the goods imported under the French, Austrian, and Hellenic flags. These goods were chiefly brought from Constantinople. The imports from England by British sailing ships consisted of iron and coals; the exports by the same of grain only.

About 3,500 bales of cotton were exported to Marseilles and ports of Italy, the rest of the exports consisted principally of grain, silk, wool, and tobacco.

The following is a statement of the average price of grain, free on board, and some of the principal articles of raw produce exported in 1865

				£	s.	d.
Wheat	..	..	..	per quarter	1	9 9
Barley	..	..	..	..	0	14 9
Maize	..	..	..	..	0	17 9
Cotton	..	..	..	.. per lb.	0	0 10½
Wool	..	..	..	..	0	0 7
Silk	..	..	..	..	1	9 9

Notwithstanding the failure of the grain crops in this province, the price of all kinds of cereals was low, and the demand for the same very limited until the beginning of September, when a rise of this article on the European markets caused a corresponding augmentation here in the prices of barley, wheat, and maize, and created a brisk demand for the same.

Cotton likewise gave rise to a good deal of speculation, which, generally speaking, proved profitable to the merchants of this place, and in some degree compensated them for the losses they sustained the year previous.

The following is a statement of the average monthly rate of exchange on England, per £ sterling, during the year 1865.

	Piastres.
January	108½
February	108½
March	109
April	109
May	109¾
June	109½
July	109
August	108½
September	108
October	108
November	107½
December	107½

Agriculture.—The heavy rains, which prevailed to a degree quite unprecedented during the first months of the year, having caused the rivers Strymon and Axios to overflow and inundate the extensive and fertile plains bordering on their banks, much of the best soil of this fruitful province was consequently lost to cultivation; this circumstance, coupled with the damage done to the grain crops, by a hot parching wind which swept over the country before harvest had commenced, were chiefly instrumental in causing a deficient crop of cereals. The inundations restricted likewise the cultivation of cotton, which would certainly have been more extensive were it not for that circumstance. It is worthy of remark that the hot winds which proved so prejudicial to the grain crops exercised no injurious influence on the cotton plant.

The total yield of the cotton crop in 1865 is calculated at about 100,000 cwt. of clean cotton.

The cultivation of tobacco, which had much decreased in 1864, on account of the heavy duty imposed on this article when sold for home consumption, has been still further restricted this year, partly owing to the said duty, and partly because farmers find the cultivation of cotton much more profitable.

Most of the tobacco grown in Macedonia is of a very inferior quality, and is usually sold at from 1½*d.* to 2*d.* a-pound, exclusive of the duty, which is 9*d.* a-pound irrespective of quality.

The district of Yenidjè alone produces that fine quality which bears its name, and which is almost exclusively sent to Constantinople. It has been observed, however, that the quality of even Yenidjè tobacco has much deteriorated within the last few years. There is no doubt that the cultivation of this staple has been neglected in proportion, as that of cotton acquired more development.

The vintage of 1865 in the district of Salonica, has been one of the most abundant on record. The light table wine of Goumentza, which in colour and taste resembles the common red wines of France, especially Petit Bordeaux, was sold at from 8*d.* to 10*d.* per gallon.

Public Works.—As regards works of public utility nothing has been accomplished in this Consular district during the year. The works for the construction of a carriage road to connect this place with Serres, begun in 1864, are still in progress, but are now likely to be carried on with better chances of success since the Turkish Government intrusted the direction of the same to European engineers. The road is constructed by forced labour, and a heavy tax has been imposed on all horned cattle used for agricultural purposes, in order to defray the cost of the necessary materials for the construction of bridges, &c.

Salonica, April 20, 1866.

UNITED STATES.

CALIFORNIA.

Report by Mr. Consul Booker on the Trade of California for the Year 1865.

In 1865, 100 British ships, measuring 62,210 tons, entered this port. Of these, 64, measuring 39,760 tons, arrived from Great Britain and British Colonies. The value of the cargoes from British and colonial ports amounted to 429,300*l.*, and from foreign ports to 219,600*l.*

In the same period the following ships arrived from foreign (other than American) ports.

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
American	227	181,263	4,372,000
French	13	5,704	103,000
Norwegian	5	2,395	32,300
Russian	9	3,819	16,100
Hanoverian	2	624	12,000
Belgium	2	640	8,000
Spanish	1	409	3,800
Danish	7	1,840	41,000
Prussian	1	109	900
Hamburgh	16	8,116	115,000
Oldenburg	1	213	5,300
Bremen	4	965	19,000
Italian	2	891	7,600
Mecklenburg.. .. .	1	281	1,700
Sandwich Islands	4	1,745	23,000
Society Islands	5	704	3,300
Columbian	11	3,099	32,900
Chilian	14	3,708	81,000

The increase in the arrivals of British shipping has been very marked the last few years. There arrived—

	Vessels.	Tonnage.
In 1864	81	49,702
1863	43	26,861
1862	33	15,683
1861	37	14,900

In the American ships are comprised 30 steamers from Panama (from which were landed 24,900 tons of goods) almost all of which had crossed the Isthmus of Panama.

I give below the total arrivals, with the countries from whence the ships arrived.

Nationality.	Vessels.	Tonnage.
From Atlantic Ports of the Union	80	85,796
Pacific Ports of the Union	1,643	302,376
Great Britain	28	19,897
Australia and New Zealand	32	15,210
British East Indies	1	377
Vancouver Island	52	45,480
China	52	35,336
France	14	6,677
Hamburg	7	2,418
Italy	1	374
Spain	1	359
Japan	11	5,324
Spanish East Indies	12	6,652
Cuba	1	422
Danish West Indies	1	150
Brazil	3	1,201
Chili	31	11,312
Peru	9	3,254
Panama	30	90,683
Central America	17	18,455
Mexico	44	26,097
Sandwich Islands	36	12,396
Georgian Islands	15	2,939
Baker's Island	1	1,080
Russian Possessions, North-West Coast ..	10	5,193
" " Asia	6	1,255
Whaling Voyages	32	7,960

In the same period the departures were as under.

Nationality.	Vessels.	Tonnage.
To Atlantic Ports of the Union	25	27,135
Pacific Ports of the Union	1,733	312,050
Great Britain	18	14,049
Australia and New Zealand	23	11,041
Vancouver Island	84	54,785
Cape of Good Hope	1	109
British East Indies	1	1,166
China	48	33,536
Japan	4	946
Chili	32	14,156
Peru	50	43,245
Bolivia	1	532
Monte Video	2	1,317
Panama	32	96,106
Central America	22	22,194
Mexico	59	28,839
Sandwich Islands	47	18,390
Georgian Islands	11	1,392
Mauritius	3	1,856
Russian Possessions, North-West Coast ..	9	4,317
" " Asia	2	290
Whaling Voyages	32	7,960

During the past year the receipts of gold and silver from the interior of this State have amounted to 6,184,000*l.*; from the State of Nevada, to 3,160,000*l.*; and by sea, from the northern part of this State, Oregon, and the territories of Washington and Idaho, 976,280*l.* We also

received from British Columbia 413,410*l*. Of the foregoing receipts, 992,380*l*. were in coin. In 1864, the receipts were 10,702,575*l*., of which 1,148,680*l*. were in coin. Consequently, the receipts of uncoined gold and silver exceeded in the past year those of 1864 by 187,425*l*. In 1863, the receipts of uncoined were 8,782,650*l*. The foregoing figures represent only the receipts which have passed through channels affording means of collecting reliable statistical information; and, as far as the receipts from the interior of this State and Nevada are concerned, they embrace nearly all; but from the northern coast a large amount of treasure is brought by private hands, variously estimated at from 20 to 40 per cent.

Below I give the exports of treasure for the past five years.

	Eastern Ports of the Union.	England.	China.	Panama.	Other Ports.	Total.
	£	£	£	£	£	£
1865 ..	4,116,680	3,146,920	1,394,625	241,970	212,455	9,112,650
1864 ..	2,463,225	6,887,300	1,577,775	75,750	137,400	11,141,450
1863 ..	2,077,865	5,693,450	841,275	500,660	115,535	9,228,785
1862 ..	5,238,805	2,590,030	532,150	86,900	64,460	8,512,345
1861 ..	6,525,600	812,350	708,200	70,000	19,200	8,135,350

It will be seen by the foregoing remarks and Table that whilst the receipts from the mining regions have varied little from those of last year, the export has been less by over 2,000,000*l*. During the war, the treasure was diverted from its usual channel, the larger proportion being sent to England; but it is returning to its old course, and the shipments to England for some months past have been comparatively trifling.

The following Return gives the value and destination of exports other than treasure,

	£
To Eastern Ports of the Union	1,254,080
Great Britain	235,130
Australia	109,360
British Columbia	251,400
Mexico	416,540
Peru	108,510
China	246,750
Sandwich Islands	149,630
Japan	24,410
Other Countries	115,060
Total	2,910,870

The shipments to Great Britain have been mainly composed of the following articles.

Copper Ore	bags	142,605
"	tons	1,520
Gold Ore	sacks	1,273
Silver Ore	"	7,440
"	tons	85
Mixed Ores	sacks	889
Skins	bales	166
Wheat	quarters	6,400
Quicksilver	flasks of 75 lbs.	9,400

Notwithstanding the great falling off in the shipments of wheat, the total value of the exports to Great Britain exceeds that of 1864 by about 40,000*l*.. This is made up by the large additional shipments to Swansea

of copper and other ores. The value of the principal articles of California produce was as follows:—

	£
Barley	37,300
Flour	140,300
Hides	210,250
Lumber	56,000
Oats	3,700
Ores, Copper	364,000
„ Silver and various	25,000
Quicksilver	346,600
Wheat	169,500
Wool	267,000

The drought of the winter of 1863-64, as remarked in my last annual report, had so injurious an effect on the crops of grain, that it was not supposed we should have any surplus stock for export. As the spring advanced, it became apparent that the stock would be scarcely sufficient for our local wants until the harvest of the past year. Prices of wheat advanced materially, ranging at from 90s. to 100s. per quarter, and several cargoes of wheat and flour were sent to this market from Chili. The advent of the new crops only caused the price to decline to about 60s. per quarter; but this price was only obtained for the first parcels in the market: subsequently it declined to 30s. to 32s., but advanced towards the close of the year to 40s. to 42s. Only one cargo of wheat was shipped to England during the year, in November, costing about 42s. 6d., free on board.

The exports to Australia and New Zealand were large, amounting to 40,875 quarters (chiefly of last year's crop), exceeding the shipments of 1864 to the same destination by nearly 25,000 quarters. 25,000 quarters were shipped to China, which is also an increase on the shipments of 1864. In addition to the wheat, there were shipped to Australia and New Zealand 23,000 barrels of flour, and 50,000 barrels to China. The total receipts from all sources in the year were 320,100 quarters of wheat, and 200,380 barrels of flour; and the total exports were 86,745 quarters of wheat, and 163,700 barrels of flour. The surplus stock on hand is estimated at 225,000 quarters, larger than at any previous period.

Barley.—In January of last year the price of barley ruled as high as 54s. to 56s. per quarter; but considerable arrivals from Chili in February put the price down to 46s. to 48s., at which figure it remained till May, when it declined to 40s., and, with the advent of the new crop, to 16s. to 17s. The exports altogether have not exceeded 35,000 quarters, distributed between New York, Peru, Vancouver Island, and Mexico. The surplus stock for export is estimated at 250,000 quarters.

Oats.—The harvest of 1864 yielded amply sufficient for our own consumption. In the early part of the year the price was pretty uniform at 38s. to 39s. per quarter; in June it declined to 25s. to 26s.; in August and September, to 18s. to 19s.; and at the close of the year, was held pretty firmly at 22s. to 22s. 6d. per quarter; with a surplus stock available for export of about 75,000 quarters.

Coal.—The imports the past year have been as follows:—

	Tons.
English	11,500
Sydney	19,260
Chili	3,600
Vancouver Island	18,180
Bellingham Bay (Washington Territory)	14,500
Fuca Straits (Washington Territory)	500
Anthracite	23,430
berland	3,700

Our own mines, situate at Mount Diablo, have yielded more than in any previous year, the receipts amounting to nearly 60,000 tons, which found a ready market at about 32s. per ton, chiefly for the use of the river steamers. Sydney coals sold in January and February at 48s. to 50s per ton; in March, 54s. to 56s.; in April, 56s. to 60s.; from June to November, from 50s. to 56s.; and at the close of the year, at 44s. to 48s. Most of the English coal has been imported on account of the Pacific Mail Company.

Metals.—The stock of almost every description of metals is excessive. For tin plates there has been an unusual demand at high prices. Iron has been purchased for the New York market, and, with the quotation at the two places, promised a good return. The stock of bar is very large, but of hoop there is scarcely any. There is a shot and lead factory established in the city, manufacturing bar, pipe, and sheet lead, and shot, to the extent of the entire wants of the North Pacific coast trade. Yellow metal and sheathing have been moderately supplied throughout the year. Pig iron has been selling at 7l. 10s. to 8l. per ton; but at the close of the year there was more demand for it at 8l. 10s.

Gunpowder.—The local works have manufactured the past year 60,000 kegs of blasting powder, and 600 cases of sporting. The demand has exceeded the capacity of the mill, but the works have been enlarged to an extent to enable 300 kegs to be manufactured daily. The price has been uniform at 17s. per keg. The imports from the Eastern States consisted of 34,000 kegs and 4,480 cases.

Naval Stores.—1,200,000 lbs. of resin and 32,000 gallons of spirits of turpentine have been manufactured in this State in the year. The price of the former has ranged from 44s. to 48s. per barrel, and the latter, 3s. 6d. to 4s. per gallon. There have been imported from the Northern Coast and the Eastern States 2,555 bales of oakum, 495 barrels of pitch, 90 barrels of resin, and 169 barrels of tar.

Lumber.—The numerous mills in Puget Sound and on the coast have been actively at work throughout the year. 26 vessels have left here to load in Puget Sound lumber and spars for foreign ports, and 15 have loaded in this port. The price at the mills in Puget Sound has averaged 44s. per thousand feet (board measure). Here the quotation for rough boards has been pretty uniform at 64s. per thousand feet. The supply of redwood timber is mainly confined to that received from a few mills located on the Mendocino and Albion Rivers, in the northern part of this State. The price has ranged for boards from 108s. to 120s. per thousand feet.

Sugar.—The most noticeable feature in the trade is the continual increase in the receipts from the Sandwich Islands, which the past year amounted to 5,288 tons, being an excess of 1,340 tons over 1864. The drawback to these imports has been, that the supply has consisted too much of grey and sandy-coloured sugars, which were not so adapted to the market as light-coloured grades: in other respects, the quality has proved excellent. With the advantages the islands possess, in a suitable climate, good land, and cheap labour, there is every reason to believe that they can compete successfully with any other part of the world. Many persons capable of forming a sound judgment on such matters think that the planters would do better to confine themselves to the growth of sugars suitable to the wants of our refineries. We received during the year about 1,400 tons of raw sugar from Peru, an unusually large supply. Our other receipts comprise 770 hhds. from Cuba; 300 hhds. from Porto Rico; 940 tons from Central America; 7,080 tons, chiefly on account of the sugar refineries, from Manilla; 620 tons from China; and 240 tons from Batavia.

Coffee.—The receipts from all points have been as follows:—

	cwt.
From Java.. .. .	4,680
Costa Rica	19,500
Manila	1,955
Brazil	4,450
Sandwich Islands	1,340

The monthly consumption is estimated at about 4,500 cwts., and the stock at the close of the year at about 10,000 cwts. In the spring, Costa Rica sold at 90s. to 92s. per cwt., Manila and Rio at the same figure, and Java at 105s. Towards the close, the price rose to 110s. to 112s. for the former, and to 125s. to 130s. for the latter. The present duty is 5 cents per lb., equal to 22s. 6d. per cwt.

Rice.—The price has ruled high throughout the year, ranging from 23s. to 26s. per cwt. during the spring and summer, and closing at 18s. to 19s. The total imports amounted in the year to 17,000 tons; the consumption approximates to 11,000 tons, and the stock on hand at the close exceeded 6,500 tons.

Tea.—The importations during the year were as follows:—From Japan, 1,075,000 lbs.; from China, 492,914 lbs.; being a large increase from the former, and a proportionate decrease from the latter. This has been owing to the growing favour of the Japan teas, and the low prices ruling there. In the early part of the year the receipts from Japan were far beyond the demand for local consumption; and considerable shipments were made to New York, viâ Panama, amounting to one-fourth of the importations. During the latter part of the year, prices advanced in Japan, from the great demand for the Atlantic ports of the Union; and there was a progressive rise in this market on all teas, amounting fully to 50 per cent. in six months; but the advanced price was barely sufficient to cover the cost of the importations from China. In the beginning of the past year, there was a large stock of China teas on hand; and the consumption, particularly of green, had diminished, from the favour shown for Japan. Consequently, shipments were freely made to New York. Stocks at present are moderate, but sufficient for all requirements. This market is very limited, the great difficulty being to relieve it under excessive importations, which can only be done by shipments east, across the Isthmus, at high freights and considerable risk of injury to the teas from exposure; and to hold stocks here is very expensive, taking into consideration the high rate of interest and storage, all of which renders great caution on the part of importers necessary, not to over import, and to import only such descriptions as may be suited to the trade. The consumption is increasing with the increased population, and facilities of communication with the interior, the trade extending as far as Salt Lake. It is impossible here to sell cargoes by auction, as in larger ports, the jobbing trade taking their supplies only as wanted for their customers; thus requiring importers to hold the stocks and bear the attending expenses.

Manufactures of Cotton, Wool, Flax, &c.—The foreign dry goods trade last spring was very unprofitable to all importers, and, with the exception of burlaps, and other goods suitable for bagging, which were very much in demand, in consequence of the prospects of a good harvest, British goods were sold with little or no profit to the importers. This arose not only from the unsatisfactory state of the market, but also from the almost prohibitory duties placed upon all cotton and woollen goods, and which makes it extremely difficult for these goods to compete with those of American manufacture. Towards the autumn, however, the aspect of affairs changed very materially. Goods in New York, which market, to a certain extent rules this, became very scarce, and conse-

quently prices rose immensely, so much so, that importers of foreign goods of all styles, and especially of cotton staple goods, were enabled to compete successfully with the importers of American manufactures. It would be almost impossible to enumerate the articles, the variety being so great. Suffice it to say that nearly every description of cotton goods, such as prints, white shirtings, ticks, &c., are scarce, and in good demand. All woollen and worsted dress goods of various styles were in the same position; and on the whole importers did a very satisfactory business, thus partly balancing the very bad trade in the commencement of the year. The prospects of the approaching spring season are also very good, the country being in a very prosperous condition, the prospects of our next harvest exceedingly good, and the stock of dry goods decidedly small in this market. In regard to our home manufactures, it is supposed the Mission Woollen Mills and the Pioneer Woollen Factory, have manufactured together the following quantities and styles of goods during 1865:—About 55,000 pairs of blankets of various colours, 600,000 yards of flannel of various colours, 150,000 yards of cloth and cassimeres, also in moderate quantities, cloth of uniforms, cloakings, sluice blanketing, &c. It is estimated that from 15,000 to 20,000 dozen flannel overshirts, undershirts, and drawers were also manufactured in 1865 by these two factories. As regards the finishing of woollen goods made here, both mills deserve credit for turning out only goods that are perfect. California blankets are in demand in the Eastern States, and there are now large orders here from New York. Several lots of cassimeres have been sent from this coast to New York, and sold there at better rates than those current here. The quantity and quality of these domestic-made articles have tended in a great measure to check importations of similar classes of goods from the East as well as from Europe. Both factories are increasing the capacity of their establishments, and it is thought they will be fully able this year to supply the demand of this coast.

Wine.—The cultivation of the grape is extended to all parts of the central and southern portions of the State, but the largest yield is by far in Los Angeles county; it is estimated that this county will furnish 1,000,000 gallons of wine; the quality is fair, but the best is manufactured in Sousma county, where the yield last year will amount to about 400,000 gallons; the total yield of the State will exceed 2,000,000 gallons, besides a considerable quantity of brandy. The result of a careful enquiry into matters connected with the growth of the grape shows the vines planted to number over 40,000,000, and the quantity of land suitable to their cultivation to 20,000,000 acres.

Wool.—The clip of wool the past year, as appears by the circular of the leading wool broker, amounted to 8,431,000 lbs., and the imports, chiefly from Oregon, to 469,000 lbs., of which 6,550,000 lbs. were shipped to New York and Boston, and 2,350,000 lbs. were bought by the two local factories; the greater part of that shipped, 3,858,900 lbs., was sent by steamer, *via* Panama; the finest wools were purchased chiefly by the local woollen factories; until the past two years they confined their purchase mainly to the medium and coarser grades. The first receipts of the spring clip were in March, and brought 1s. to 1s. 0½*d.* per lb., a high price, caused by the necessities of the local mills; the price soon declined to 11*d.*, but, under competition, soon resumed its former value; the fall clip arrived in August, and the opening price was as low 8½*d.*, but soon advanced to 10*d.* to 11*d.* per lb, at which prices the majority of the purchases for export ere made. The amount of wool from Oregon was largely in excess of any previous year, and was sold at prices varying from 11½*d.* to 13*d.* per lb.

Hides.—The prices for dry during the first months of last year ranged from 5½*d.* to 6½*d.* per lb., but, later on, under a brisk competition, the

quotation rose to 7*d.* to 7½*d.* per lb. The exports the last year amounted to 340,000 hides, varying little from those of the three previous years.

Tallow.—The loss of cattle by the drought in 1864 stopped the boiling down of cattle, and the supply has been short throughout the year, the prices varying from 3¾*d.* to 7*d.* per lb; when at the highest point the local soap factories had to suspend operations.

Sheep and Cattle.—Notwithstanding the immense loss of sheep by the drought of 1864, it is computed that there are 2,250,000 head in the State, of which 2,000,000 are American or American cross, and 25,000 Mexican, or native Californian. The price of the former in the early part of the year varied from 7*s.* to 9*s.* per head, and afterwards, to the close of the year, from 9*s.* to 11*s.*;—Mexican or Californian sold at about 6*s.*, mainly for consumption.

Towards the close of last winter fat cattle were very scarce, and American sold readily at 14*l.* to 18*l.* a-head; towards the summer the price receded considerably, and good steers would not command over 7*l.* to 7*l.* 10*s.* California stock cattle, since the drought of 1864–5, have been in little demand notwithstanding the immense loss, and they are not worth over 2*l.* each by the drove.

MINES.

In my last two Annual Reports I referred to the change which has taken place in mining matters in this State and the neighbouring States and territories, by the formation of numerous companies incorporated under the laws of this State, and having their chief offices in this city; and last year I had occasion to refer particularly to the fluctuations in the mining stock market, which had been more or less felt by all classes of the community, as there was scarcely a person of any profession or occupation who had not some interest in mining stock; the excitement had benefited the country, as a vast amount of capital which in former years would have sought any investment other than that connected with the mining interest, had been put into mining stocks, and used, partially at least, in opening and developing mines,—a crisis was reached, as I stated last year, caused by a sudden falling off in the supply of rich metalliferous rock in the leading mine in the State of Nevada, and under the influence of the panic every description of stock fell below its real value, and, although the confidence of the community was in some measure restored, there was a disinclination to make further investments unless in mines giving undoubted promise of a favourable result. In the early part of this year a vast number of comparatively undeveloped mines were continued to be worked, but the constant calls, or assessments, were found to be beyond the means of stockholders, and many were closed before the proper amount of work had been done, to prove whether they were really entitled to confidence or not; this has prevented the yield of the silver mines of Washoe and other parts of Nevada increasing, although the receipts from those regions fully equal those of last year; the attention of the capitalists of the Eastern States has been attracted, and several mines are now entirely under their control, or have more or less of their capital invested in them; from what I can hear I think there will be much more foreign (other than California) capital invested in these interests; one thing favourable to the healthy development of the mines referred to is the fact, that they are not now worked with a view to influencing the stock market, and the interests of speculators solely, but more to the legitimate purpose of mining, to the making the mines yield a profitable return for the capital invested. As the extravagance and recklessness heretofore displayed disappear, the more sober-minded people will be induced to assist in carrying out undertakings. With reference to the extravagance and future prospects of the

mines of Nevada, I give below an extract from the message of the Governor of that State.

"Some of our most prominent mines in Storey County have materially declined during the last few months. Several causes have brought about this result. In the first place, the prices set upon them were speculative. Again, the seemingly endless litigation and consequent costs thereof, the expensive manner in which some of them have been worked, much money having been spent to little advantage, and other causes, have had a tendency to impair confidence, and lead many to withdraw their capital. I do not believe, however, that those mines have or are likely soon to fail in rich ores, but think they will continue to yield largely in bullion, affording handsome dividends, for many years, if economically managed. Silver mining, to us, five years ago, was entirely new; and it is not to be wondered at that we should make serious mistakes, both in mining and in the construction of works for the reduction of ores, and the economical management of everything connected therewith; but, with our experience, the future, in this respect, should be comparatively safe. Mining is, and long will be our paramount interest. It is a well established fact that exceedingly rich veins of minerals exist in almost every portion of the State, and valuable discoveries are constantly being made. In many new localities ores are found which will pay 40 dollars per cent. and upwards per ton, but are not worked with much profit, owing to the lack of capital to erect machinery for their vigorous development and reduction;—but this obstacle is being rapidly overcome. Many men of extensive means, during the past few months, have been giving attention to the new districts, and are preparing for the opening of these mines, and the erection of extensive works next summer. When the true value of our mines is more thoroughly known abroad, which must be during the next year or two, I have no hesitation in saying that abundance of capital will seek investment within our borders, and where now we contribute thousands to the metallic currency of the world, we will produce tens of thousands. And when the great Pacific railroad is completed across our State, many mines that are now considered of but little worth, will be worked with much profit. It is not only in the precious metals that our State abound for copper, lead, iron, sulphur, alum, borax, salt, and soda, are found in great abundance, but at present are considered comparatively valueless but with the facilities for transportation, which we have good reason to hope for, within a few years many of these baser minerals will be a source of great wealth."

As the general interest became less absorbed in the silver mines, attention was attracted to the undeveloped condition of our own mines, and in no previous year has there been so much activity in quartz mining as in the one just terminated, and in no year has there been more general prosperity. It has been found that for legitimate mining this State holds out inducements of a very flattering character. Science and practical ability have here, as elsewhere, met their just reward. The average of the value of the quartz found in this State has been variously estimated all the way from 10 to 30 dollars per ton; the lowest estimate I believe to be nearest the truth, and with ordinary facilities, such as water-power, or abundance of fuel near at hand, a good average width of vein can be worked to advantage at the lowest estimate quoted, viz., 10 dollars per ton. This State abounds in such leads, and however much attention may be turned to this description of mining, there is no probability of the State not being able to afford ample scope for all the capital seeking such investment for almost an indefinite period. The Placer mines of this State are nearly exhausted, but hydraulic mining is still carried on almost as largely as ever. California itself has decreased its mining population, by

the large numbers of persons who have sought the comparatively new fields of Washington, Idaho, and Mountain territories, where the Placer mines are to be found in abundance ; but the drawback to these regions is their unsettled condition, and the lawlessness of a portion of the inhabitants, a disadvantage every mining country has to experience, for a time, until the population assumes a somewhat settled character. I give below a copy of the circular issued by the associated brokers of the San Francisco Stock and Exchange Board, at the close of the year, to show the fluctuation in the leading mines in the State of Nevada ; those being the only ones prominent before the Board.

"In glancing briefly at a review of the share market for the past twelve months, it may be noted that until about the close of April last nearly all leading stocks had been well maintained at higher quotations than were ruling at the beginning of the year ; but at the former date, owing to the diminishing productiveness of nearly every claim on the Comstock, and the unfavourable financial condition of certain companies, a serious depression took place throughout the months of May and June. A rather better feeling was inaugurated in July ; and during the ensuing months of August and September no very violent fluctuations were witnessed, and confidence seemed to be measureably restored. Early in October symptoms of a decline were again apparent, and the market soon became under the influence of a panic, which continued without much abatement until the middle of December, every share on the list touching the lowest point reached for a long time. Since then the Comstock lode has given evidence of more permanency, and a number of mines have materially improved. The yield of bullion has increased, and there is now a fair prospect that the debts of several companies will soon be materially reduced, without the aid of any further assessments. During the past week the market has exhibited less strength, and some fluctuations have occurred in the more prominent shares.

"'Gould and Curry' opened in January last at 1,590 dollars, advanced to 2,015 dollars in April, fell to 1,480 dollars in May, rose to 1,750 dollars on July 1st, dropping to 1,000 dollars in October, rallying to 1,300 dollars in September, receding December 13th to 700 dollars, selling this week at 910 to 880 dollars, and closing at 900 dollars. From January to May last inclusive, regular monthly dividends of 75 dollars per foot were paid ; in June and July 50 dollars, and August 40 dollars per foot were disbursed. For the month of December a dividend of 50 dollars per foot has been declared.

"'Savage' fell from 1,640 dollars last January, to 1,560 dollars in February, rose to 2,025 dollars in April, declined to 1,150 dollars in June then rallied to 1,425 dollars, receded to 1,175 dollars on July 30th, rose to 1,300 dollars on September 1st, steadily declined to 625 dollars in November, rallied to 800 dollars, fell to 500 dollars (assessment of 100 dollars per foot delinquent), rose to 1,025 dollars December 19th, and selling this week at 830 to 750 dollars, closing at 760 dollars. From January to May last inclusive, regular monthly dividends of 75 dollars, per foot were declared. None have been made since then.

"'Yellow Jacket' opened last January at 765 dollars, advanced throughout the month, and in February and March to 2,750 dollars, steadily declining in the months of April, May, June and July to 1,090 dollars, advancing to 1,350 dollars and 1,460 dollars in August and September, dropping to 200 dollars December 16th, rallying to 580 dollars at the close of that month (assessment of 100 dollars per foot delinquent), selling this week at 542 to 410 dollars, and closing at 440 dollars. In March last, a first dividend of 75 dollars per foot was declared, and in April and May dividends of 100 dollars per foot were paid.

"'Potosi' was steadily maintained throughout January and February at 700 to 750 dollars, advancing in April to 1,360 dollars, buyer

30, dropping in May and June from 750 to 150 dollars, rallying at the close of the latter month to 467 dollars, and in July to 480 dollars, declining to 410 dollars in September, and dropping to 328 dollars on November 3rd, since which time this Company has had no incorporate existence, being merged into the 'Chollar.' In May, June, and August three assessments of 50 dollars each were levied, and in October one of 19 dollars per foot was levied.

" 'Chollar' declined from 1,050 dollars in January to 810 dollars in February, and 585 dollars in March, advancing to 1,000 dollars in April, receding to 160 dollars in June, rallying to 473 dollars at the close of that month, and to 500 dollars in July, receding to 480 dollars in September, and to 340 dollars on November 3rd. This Company paid two dividends of 40 dollars per foot each in January and February last, and during the past year three assessments were levied, two of 50 dollars each, and one of 34 dollars.

" 'Chollar-Totosi' declined from 310 to 250 dollars in November, rose to 270 dollars at the close of that month, fell to 110 dollars in December, then rose to 177½ dollars, and sold this week at 176 to 135 dollars, closing at 145 dollars. This Company levied an assessment of 100 dollars per share on December 16th.

" 'Crown Point' rose from 650 dollars in January to 1,450 dollars in March, declining from 1,360 dollars in April to 727 dollars on June 1st, advancing throughout July and August to 1,250 dollars, receding in September, October, and November to 675 dollars, and in December to 380 dollars, then rallying to 510 dollars, and selling this week at 510 dollars to 590 dollars, closing at 560 dollars bid. An assessment of 100 dollars was levied August 31st.

" 'Belcher' rose from 975 dollars in January to 1,650 dollars in March, and to 1,800 dollars in April, declining to 620 dollars in June, rising to 850 dollars in July, and to 910 dollars in September, steadily dropping throughout October, November, and December to 125 dollars, selling this week at 175 to 159 dollars, and closing at 150 dollars. During the past year dividends amounting in all to 336 dollars per foot were declared, and an assessment of 100 dollars per foot was levied December 14th.

" 'Alpha' rose from 950 dollars to 1,425 dollars in April, then fell to 700 dollars, advanced to 1,000 dollars in June, to 1,470 dollars in July, and to 2,200 dollars in October, then steadily receded in November and December to 130 dollars, and selling since January 1st at 250 dollars to 190 dollars, and closing at 203 dollars. During the past year three assessments, amounting in all to 660 dollars per foot, have been levied.

" 'Ophir' fell from 375 dollars in January last to 300 dollars, rose to 590 dollars in April, fluctuating between 550 and 480 dollars in May and June, rising to 530 dollars in July, dropping to 275 dollars September 1st, rallying to 515 dollars October 10th, declining throughout November and December to 200 dollars, seller 30 dollars; selling this week at 360 dollars to 295 dollars, and closing at 305 dollars. An assessment of 100 dollars per foot was levied on August 31st.

" 'Hale and Norcross' declined from 260 to 210 dollars in January last, rose in March to 350 dollars, and in April to 625 dollars, dropped to 400 dollars in May, rose to 650 dollars in June, receding to 480 dollars on September 1st, rallying to 600 dollars on October 1st, falling throughout November and December to 95 dollars, then rallying to 400 dollars, selling this week at 290 to 265 dollars, closing at 240 dollars bid. Six assessments of 50 dollars each per foot have been levied during the past year.

" 'Imperial' rose from 120 dollars in January to 192 dollars in March, and to 285 dollars on May 10th, falling to 235 dollars on May 20th, and

to 139 dollars on June 1st, then advancing in June and July to 218 to 245 dollars, receding to 218 dollars on July 20th, rallying to 225 dollars on August 20th, steadily receding throughout October, November, and December to 77 dollars, seller 30, rising to 130 dollars, and selling this week at 133 to 108 dollars, closing at 110 dollars. During the past year dividends have been declared amounting in all to 68 dollars per share.

“Overman” opened on January 1st at 120 dollars, fell to 90 dollars, rose to 245 dollars on February 20th, and to 350 dollars on March 10th, steadily declining throughout April, May, and June to 100 dollars, rallying to 342 dollars on July 10th, receding in August and September to 135 dollars, rising to 175 dollars on October 1st, and receding in November to 40 dollars, and on the 16th December to 7 dollars, then rising to 80 dollars, and selling this week at $67\frac{1}{2}$ to 45 dollars, closing at 47 dollars. Two assessments, amounting to 75 dollars per share, have been levied during the past year.

“Bullion” declined in January and February from 115 dollars to 60 dollars, advanced in May to 155 dollars, dropping to 130 dollars in June, rising to 180 dollars in July, receding in September to 125 dollars, in October to 70 dollars, in November to 38 dollars, and to 5 dollars on December 16th, rallying at the close of that month to 80 dollars, and selling this week at 35 to $27\frac{1}{2}$ dollars. Six assessments have been levied the past year, amounting in the aggregate to 126 dollars per share.”

I have, in two previous Reports, given a synopsis of the annual reports of the “Gould and Curry” Mining Company (the leading mine of the State of Nevada), and continue it this year rather more at length, as it will no doubt be found interesting. There were taken from the mine in 1865, 47,217 tons of ore, at an expense for mining of 10 dollars 84 cents per ton, and divided as follows: 1st class, $1\frac{1}{2}$ tons; 2nd class, 417 tons; 3rd class, 46,745 tons; the latter class of ores being much greater, in proportion to the number of tons extracted, than in the preceding years. The Company’s mill reduced 35,684 tons, including 3,892 tons of tailings, yielding in bullion 1,560,359 dollars, at an expense for reducing of 12 dollars 93 cents per ton, with an average yield of 43 dollars 73 cents per ton. Custom Mills worked 14,229 tons, including $512\frac{1}{2}$ tons 2nd class of ore, producing bullion to the amount of 701,656 dollars, at a cost for working of 20 dollars 36 cents per ton.

COMPARATIVE STATEMENT of the Product of the Gould and Curry Mine for the Years 1862, 1863, 1864, and 1865.

Year.	Tons Produced	1st Class.	2nd Class.	3rd Class.	Average Value of Ores Worked.	Cost of Mining.	Cost of Working at Gould and Curry Mills.	Cost of Working at Custom Mills.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
1862 ..	8,442 $\frac{1}{2}$	15 $\frac{1}{2}$	..	8,427	104 50	12 54	..	38 55
1863 ..	48,743 $\frac{1}{2}$	24 $\frac{1}{2}$	4,812	43,907	80 44	12 64	38 00	22 30
1864 ..	64,443	10 $\frac{1}{2}$	8,821	55,602	73 48	12 00	40 00	26 00
1865 ..	47,217	1 $\frac{1}{2}$	470	46,745	45 41	10 84	12 93	20 36

Year.	Bullion from Custom Mills.	Gross Amount Received from all Sources.	Paid Customs Mills.	General Disbursements, Improvements, &c.	Dividends Declared.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$
1862 ...	881,190 68	858,819 32	324,889 39	547,202 97	...
1863 ...	2,298,997 03	3,887,755 09	979,517 16	1,897,564 79	1,468,800
1864 ...	3,097,121 93	4,921,516 19	1,424,868 73	2,138,347 18	1,440,000
1865 ...	701,656 48	2,401,060 61	324,881 10	1,407,530 63	618,000

By comparing the quality of ores produced in the different years, as found in this statement, a continuous decrease will be found in the average value of them. The proportion of profit increases with the richness, and decreases with the poverty of the ores. One yielding 75 dollars per ton gives more than twice as much profit as 45 dollars ore, though not twice as rich. The difference in the character of the ore is the main cause of the difference in the financial results of 1864 and 1865. As a consequence of the inferior value of the ore lately, it will be seen that last year only 470 tons of second class were taken out,⁵ while 8,821 tons were taken out in the previous year. A change in the grade of the ore will also be perceived. 2nd class in 1863 yielded 309 dollars 23 cents per ton, in 1864 141 dollars 75 cents per ton; while 3rd class fell from 104 dollars 50 cents in 1862, to 57 dollars 50 cents in 1864, per ton, and to less than 44 dollars per ton in 1865.

As to the yield of bullion, it was greater by 2,502,818 dollars 20 cents in 1864 than in 1865. The difference in the production of the two years is owing chiefly to the sending of a greater amount of ore in the previous year to Custom Mills, which⁶ supplied more than four times as much bullion in 1864 as in 1865. Notwithstanding the difference in the value of the ore of the two years, the Company's mill produced only 226,000 dollars less in 1865 than in 1864.

The quantity of ore worked in the Company's mill in 1864 was 12,602 tons—much of it second class ore—at an expense of 40 dollars per ton; whilst in 1865 it has worked 35,684⁷ tons, at a cost per ton of 12 dollars 93 cents.

The amount of ore extracted and worked in 1864 was 36 per cent., or 17,216 tons in excess of 1865. The President states that they could have taken out and worked quite as much ore as in the former year, but by so doing they would have been compelled to employ more Custom Mills, and have made inroads too great on their ores in reserve, with a possibility of soon leaving their own mill idle.

In 1865 the average yield of all ores was 45 dollars 41 cents, and 26 per cent. in dividends was paid of the gross yield of bullion. In 1864 the average yield of ores was 73 dollars 48 cents; then 30 per cent. of the whole yield was paid in dividends. In 1863 the average yield of ores was 80 dollars 44 cents; out of the gross product was paid in dividends 38 per cent.; showing the dividends this year to be greater in proportion to the low value of the ores, and the less quantity reduced, together with the necessarily increased expense attending deeper mining, than in either 1863 or 1864.

The Superintendent reports that there have been no new developments made in the year, but that the bodies of ore which were known to exist have yielded far more abundantly than was originally anticipated, and much that was left as too poor to cover expense of extraction and reduction has since been made available. Numerous cross cuts have been run throughout the ore-chambers, and the greater portion of the ore-bearing ground in the mine has thus been thoroughly prospected. The result has exceeded anticipation. A number of lateral bodies of ore have been found, which were separated from the main ore-chambers by masses of barren rock. This has especially been the case with the "North Mine," or that portion above, and to the north, of the D Street tunnel.

The ore occurs in seams running through the quartz in all directions. This irregularity increases the cost of mining, both in regard to extraction and timbering; it also increases the difficulty of estimating the amount of ore in reserve. The croppings also have yielded very good ore, and the indications are that the ore seam will continue much further to the north than was supposed.

The following estimate of the amount of ore still in the mine is based

upon measurements taken as accurately as circumstances permitted ; the probable yield is also given, to show the value of the reserves.

	Tons.	Yield.
		\$ cts.
Ore lately discovered on the Adit level to the north of } Old Chamber }	3,000	35 50
Contents of East Chamber including all the upper } position as far north at the D street level }	15,000	40 00
The North Mine to A street level }	10,000	45 00
Above A street level, including the croppings }	2,000	50 00
Total	30,000	41 83 Average

During the year the total dividends disbursed to shareholders by the Gould and Curry, Savage, Yellow Jacket, Imperial, Belcher, Empire, and Chollar Companies, amounted to over 1,900,000 dollars, equal to 380,000% ; and the aggregate assessments levied by the Savage, Yellow Jacket, Chollar, Potosi, Crown Point, Belcher, Alpha, Ophir, Bullion, Overman, and Sierra Nevada Companies, slightly exceeded 1,950,000 dollars, equal to 390,000%. The Comstock ledge, on which all these mines are situated, is exceedingly uneven, and full of barren places, differing in this respect greatly from the gold mines of this State, which are generally regular and well defined, with the precious metal running pretty evenly through the vein. The irregularity referred to has been the cause in some measure of the vast amount of money expended. The diminished confidence in mining operations in Nevada has prevented a rapid development of the mines in the Reese River and neighbouring districts, to the east of Washoe ; but a good deal of New York capital has lately been invested in mining property there, which will cause considerable activity this year in consequence. The veins are generally rich, but thin, and necessarily expensive to work. In Austin there are several mills kept pretty constantly at work, in crushing and amalgamating rock from the neighbouring mines, for which the charge is usually 60 dollars per ton, a high rate, rendered necessary by the price of wood for fuel, varying from 15 to 18 dollars per cord. To the north-east of Austin is the Cortez district, reported to have veins of fair working width. A mill was erected there last year, but has not been actively employed. At Yankee Blade, a few miles from Austin, four good mills have been erected ; at Silver Peak, to the south, there is a small mill kept constantly worked with rich rock yielding a good deal of gold. At Jone and Timbuctoo, to the south-west and south-east of Austin, there are a good many mines tolerably well opened, and promising well ; these districts are favoured in having a good supply of wood for fuel ; further to the east, in Smoky Valley, there is a large district said to contain many mills, with good broad ledges, but little work has yet been done on them.

In Humboldt, a silver-bearing range of country, 150 to 200 miles north-east of Washoe, there has been very little activity displayed. This section has never succeeded in attracting much capital ; but it is full of leads, the value of which have been highly estimated ; it is yet to be proved if they are entitled to the value put upon them by those interested.

Some very good specimens of silver ore have been received from two or three sections of Idalia territory, and broad well defined veins are said to exist there, but their recent discovery, and distance from water carriage, have prevented their being thoroughly opened and worked.

Mountana territory, situated east and north of Idalia territory, and

covering the eastern and western slopes of the rocky mountains, is now being fast filled with mines, both from this coast and the east. Gold is found as well on the eastern slope as on this side, and a vast field for enterprise is opened up by the new discoveries there.

Quicksilver.—Very little quicksilver has been received from any other mine than the New Almaden, which has given the past year 47,200 flasks (75 lbs. each). In the neighbourhood of the New Almaden several mines have been located, but no work of consequence done on them. The Enriquita and Guadalupe, near New Almaden, have been worked at intervals for many years, but the past year there was little or nothing taken from either; the New Idria, a mine of good promise, situated about 100 miles to the south of the New Almaden, has been extensively worked, and turned out a good deal of quicksilver, but it has only recently been opened, after being closed by litigation for over two years. In Napa, Lake, and Sonoma counties are several mines which have been more or less opened, and are reported to be rich, but their value must be proved by further working. From one mine in Lake county some 6,000 flasks have been extracted in the past three years.

Copper Mining.—Copper is found in many parts of the State, chiefly in the foot hills of the Sierra Nevada, but the neighbourhood of Copperopolis, in Calaveras county, is the only place from which large amounts have been received. The "Union" mine has produced about 1,000 tons monthly, and the "Keystone" 250 tons, and from all the other mines in the State about 10,000 tons have been received in the year. Near Hornitas, in Mariposa county, there are one or two mines from which ore will soon be taken in quantities.

Arizona territory abounds in copper leads of great richness, which some day must be extensively worked; Indian troubles, and the natural difficulties of the country, have heretofore prevented their being worked to any material advantage.

Borax.—This salt is found in Clear Lake, in Lake county, about 80 miles from this city, and is taken out in a crystalized form in quantities of several tons per week, and the surplus, after supplying the local demand, is shipped to New York. About 130 tons have been exported since the work of collecting commenced. The wholesale price to the trade is 20 cents (10*d.*) per lb.

Petroleum.—It has been found in many parts of the State, both north and south, but in Humboldt county there has been the greatest activity displayed; about 25 wells are being bored in that section of the State, some of which are down 200 to 400 feet. Several barrels have been obtained by pumping; it is yet too early to say if this is to be a valuable addition to the other resources of our State.

Railroads.—There has not been so much progress the past year as was expected, the negotiation for foreign capital having been unsuccessful up to the present time. The Central Pacific Railroad Company have completed, and in perfect working order, 55 miles of their road; from Sacramento to Colfax the grading has been completed for 14 miles further, and by the summer it is expected there will be 30 miles more ready for the locomotive; this will take the line to within 20 miles of the summit of the Sierra Nevada, which, at the point it is proposed to cross, is 5,286 feet above the level of the sea. The Western Pacific, which is to start from San José, and form the connecting line between the San José road, and the Central Pacific, joining the latter at Sacramento, and passing through Stockton, has 20 miles of its road from San José graded, and the rails partially laid. The Placerville and Sacramento Valley road is

in good working order for 26 miles, in an east-north-east direction from Folsom. The California Central road, from Folsom to Marysville, is completed to Lincoln, and graded nearly to Marysville. The San Francisco and Oakland road begins at the end of a wharf extending into the bay, 3,500 feet from Oakland, whence it runs through the town to San Antonio, a distance of five miles; it will ultimately connect with the San Francisco and Alameda road, commencing at the end of a wharf extending 2,500 feet from the western end of the Euclinal of Alameda, and completed to Hayward's, a distance of 16 miles, running through Alameda and San Leandro; it will be ultimately continued, to connect with the nearest point of the Western Pacific. Two or three additional horse railroad tracks have been completed in the past year, and the city is encircled with them as far as its position admits.

The California State Telegraph Company have completed their line to New Westminster, in British Columbia, and extended considerably in different parts of the State; they connect at Great Salt Lake City with the lines running to the Atlantic States. The United States Pacific Telegraph Company are making a line also, intended to extend to Salt Lake. It is completed to Nevada.

The following statement exhibits the amount disbursed and received on this coast on account of the Federal Government:—

Army Service—				\$
Quartermaster's Department	..	..	7,081,503	
Paymaster's Department	..	..	4,350,250	
Commissary Department	..	..	1,191,198	
				12,622,951
Revenue Service—				
Cost of Collecting Internal Revenue	}	..	..	165,000
(four districts)				
Total				
				12,787,951

The income of Government on this coast for the same period, as far as can be ascertained at present, has been as follows:—

				\$
From Duties on Imports (Gold)	..	..	6,704,505	
Internal Taxation (Currency)	..	..	2,724,997	
Internal Taxation, interior (Cur-	}	..	450,000	
rency) estimated				
Oregon and Nevada (Currency)	..	..	230,000	
The Sale of Stamps	..	..	117,686	
Total Revenue, 1865, from above sources..				10,227,188

Excess of Disbursements over Income for 1865, \$2,560,663.

The business of the United States Branch Mint is shown in the following statement:—

				\$
Gold Deposits in 1865	..	..	21,173,638	
Silver „ „	..	..	626,890	
Total..				21,800,528

GOLD COINAGE in the Year.

				\$
Double Eagles	..	..	20,870,000	
Eagles	..	..	167,000	
Half Eagles	..	..	138,060	
Quarter Eagles	..	..	58,440	

SILVER COINAGE in the Year.

					\$
Half Dollars	..	..	..	..	337,500
Quarter Dollars	..	..	..	..	10,250
Dimes	..	..	..	..	17,500
Half Dimes	..	..	..	..	6,000

State Finances.—The statement of the assessed value of the property, of the State is somewhat incomplete, returns from a few of the minor counties not having been received at the office of the Comptroller of State when that officer's annual Return was presented to the Government; but enough is known to show that the value will exceed that of last year by 3,000,000 dollars;—it will probably amount to 183,500,000 dollars. The receipts into the State Treasury from all sources during the fiscal year ended 30th June were as follows:—

From Counties—	\$	cts.
Alpine	1,626	71
Alameda	56,136	82
Amador	28,471	74
Butte	42,463	39
Calaveras	31,951	03
Colusa	15,821	32
Contra Costa	22,603	29
Del Norte	5,765	39
El Dorado	65,426	67
Fresno	9,333	45
Humboldt	19,381	75
Klamath	8,362	71
Lassen	1,964	59
Lake	3,492	51
Los Angeles	20,344	55
Merced	8,016	31
Mendocino	15,360	50
Marin	19,274	72
Mariposa	16,157	06
Monterey	10,302	22
Mono	42	00
Napa	30,248	42
Nevada	57,019	03
Placer	47,933	74
Plumas	20,968	63
Sacramento	118,494	40
San Bernardino	1,371	15
San Diego	966	86
San Joaquin	71,485	16
San Luis Obispo	3,776	74
Santa Clara	74,679	31
Santa Cruz	11,522	77
Santa Barbara	3,454	89
Shasta	21,881	38
Sierra	29,936	32
Siskiyou	31,005	37
San Mateo	25,118	18
Solano	33,876	70
Sonoma	47,793	26
Sutter	19,603	99
Stanislaus	9,383	73
San Francisco	825,790	32
Trinity	11,933	14
Tuolumne	26,674	73
Tulare	8,469	67
Tehama	17,614	08
Yolo	32,052	07
Yuba	60,039	81
Total.	2,045,292	58

	\$	cts.
Brought forward	2,045,292	58
Miscellaneous Receipts—		
Sundry persons for Stamps	190,205	71
Horace Hawes (return of per diem)	165	00
J. G. McCullough (on account of proceedings to condemn lands at San Quentin)	15,887	50
Commissioners of Immigration	14,017	65
J. F. Houghton (fees as Register of State Land Office)	2,049	31
B. B. Reddings (fees as Secretary of State)	5,093	40
State Harbour Commissioners	101,664	00
J. F. Houghton (balance of appropriation for East- ern Boundary Survey, unexpired)	808	45
George Oulton (certificates to Foreign Insurance Companies)	90	00
R. Pacheco (unexpended balance of Interest and Sinking Fund of 1857)	4,531	69
Sales of "Soldiers' Bounty Bonds"	47,520	00
Sales of "Soldiers' Relief Bonds"	167,025	00
Total	2,594,355	29

The expenditure in the same period is given below.

For Executive Department	91,693	23
Judicial Department	110,681	55
Legislative Department	8,081	40
State Library	10,486	25
Military purposes	942,204	91
State Reform School	9,343	16
State Normal School	8,285	26
Support of the Indigent Sick	8,364	85
Geological Survey of State	18,800	00
Support of Insane	172,430	65
State Prison purposes	128,685	04
State Printing	40,515	01
Charitable Institutions	30,437	50
Support of Schools	189,076	95
Relief purposes	3,657	00
Interest on State Debt	139,230	00
Redemption of State Bonds	259,109	99
Purchase of State Bonds	14,025	00
Miscellaneous purposes	417,957	33
Total	2,603,065	08

I append extracts from the Comptroller's Report in reference to the financial affairs of the State.

"The fiscal year embraced in this Report has been one of more than ordinary importance in the financial transactions of the State, the gross amount of receipts and expenditures far exceeding those of any other year in its history. The large amount paid to soldiers under the 'Act for the relief of the enlisted men of the California Volunteers,' and the 'Act granting bounties to the Volunteers of this State in the service of the United States,' together with the costs of reclamation of swamp and overflowed lands, have swelled the amount of payments to 2,603,065 dollars 8 cents. The receipts have also been large, arising from the increasing value of real and personal property, the better enforcement of the revenue laws, the growth of business—as indicated by the increasing sale of stamps and business licenses—and from the sale of State bonds, issued for military purposes, amounting to 2,594,365 dollars 29 cents.

"For the first time in nearly five years the General Fund—out of which all the current expenses of the State Government are paid,—has been free from the incumbrance of a large floating debt, enabling the

directors and trustees of the several State institutions to employ assistants and purchase supplies at cash prices, and the creditors of the State to collect demands against it at maturity. This condition of the General Fund, after so long a period of obligation and embarrassment, must be gratifying to every citizen and creditor of the State, and will relieve those to whom the management of our State institutions are entrusted from humiliation and annoyance.

"Revenue Law.—As the present revenue law become thoroughly understood by the officers intrusted with its execution, it is found to be well adapted to the purposes intended by its framers, and I recommend that few, if any, changes be made in its provisions. It requires considerable study and experience to become familiar with all the provisions of a law so lengthy as a Revenue Act must necessarily be, and continual change in such a statute is more apt to confuse those entrusted with its enforcement than to improve and simplify the law.

"Rates of Taxation.—In the estimate of expenditure for the eighteenth fiscal year the sum of 552,740 dollars is for general expenses of State Government, and for the nineteenth fiscal year 772,740 dollars will be required for the same purpose. These expenditures are payable out of the General Fund. During the sixteenth fiscal year (the last for which complete returns have been received) there was received into the General Fund from all sources of revenue, exclusive of the *ad valorem* tax of $48\frac{3}{4}$ cents on each 100 dollars of taxable property, the sum of 388,234 dollars 8 cents. The assessed value of real and personal property for the year 1864 (the last for which complete returns have been received at this office) was 180,484,949 dollars 85 cents. After deducting 20 per cent. for exemptions, delinquencies, and costs of collection, an *ad valorem* tax of 30 cents on each 100 dollars of taxable property will produce a revenue of 432,000 dollars. This sum, added to the amount received from miscellaneous sources named above, will make the annual revenues of the General Fund 820,243 dollars 8 cents, an excess of 267,503 dollars 8 cents over the estimated expenditure for the eighteenth fiscal year, and of 47,503 dollars 8 cents over those for the nineteenth year. I, therefore, recommend that the rate of taxation for general purposes be reduced from $48\frac{3}{4}$ cents to $29\frac{3}{4}$ cents on each 100 dollars of taxable property, thereby reducing the total State tax from 1 dollar 50 cents to 96 cents on each 100 dollars valuation. Unless the Legislature imposes extraordinary burthens upon the General Fund, or levies taxes for objects not embraced in existing laws, this reduction may be made with entire safety to the credit of the State; for the estimated expenditure of the eighteenth and nineteenth fiscal years are in excess of the actual expenditures for the sixteenth, and the appropriations made for the seventeenth fiscal years; and there is every probability of an increase rather than a decrease in the revenues from miscellaneous sources and *ad valorem* tax.

"State Debt.—The interest on the funded debt of the State has been paid at maturity, and the sum of 224,109 dollars 99 cents applied to the redemption of civil bonds of 1857; also, the sum of 35,000 dollars applied to the redemption of soldiers' relief bonds issued under the Act of April 29, 1863. The sum of 11,550 dollars has been drawn from the State School Land Fund, and applied to the purchase of soldiers' relief bonds, which bonds, together with the civil bonds of 1857, redeemed, were placed in custody of the State Treasurer, marked to the credit of the School Fund. The sum of 2,475 dollars has been drawn from the Seminary Fund and applied to the purchase of soldiers' relief bonds, which bonds are held by the State Treasurer for the benefit of that fund.

The debt of the State on the 1st day of July, 1865, was as follows:—

Civil Bonds of 1857 in private hands	\$	3,121,500	cts.	00
Civil Bonds of 1857 in custody of State Treasurer for School Fund	}	606,000	00	00
Civil Bonds of 1860				
Soldiers' Relief Bonds, in private hands		148,500	00	
Soldiers' Relief Bonds in custody of State Treasurer for School Fund	}	59,000	00	00
Soldiers' Relief Bonds in custody of State Treasurer for Seminary Fund				
Soldiers' Bounty Bonds		10,000	00	
		45,000	00	
Total Funded Debt.. .. .		4,184,500	00	
Warrants outstanding on Capitol Fund.		18,116	46	
Warrants outstanding on Soldiers' Relief Fund		386,178	63	
Warrants outstanding on Soldiers' Bounty Fund		236,040	00	
Warrants outstanding on Line Officers' Fund.,		500	00	
Warrants outstanding on Military Fund		61,518	72	
Unfunded Scrip due School Fund		31,020	00	
Due Swamp Land Fund		57,079	88	
Grand Total.. .. .		4,974,953	69	
From which Deduct—				
Balance in General Fund.	\$	153,852	38	
Balance in interest and Sinking Funds } after payment of July interest.		86,970	40	
Total cash in hand		240,822	78	
Net State indebtedness July 1st, 1865		4,734,130	91	

"In addition to the debt above reported there are bonds of the State issued under the provisions of an Act entitled 'an Act authorising the Treasurer of the State to issue bonds for the payment of the expenses of the Mariposa, second El Dorado, Utah, Los Angeles, Clear Lake, Klamath and Trinity, and Monterey expeditions against the Indians,' approved May 3rd, 1862, amounting to the sum of 38,100 dollars and interest; and Comptroller's warrants not converted into bonds, to the amount of 2,150 dollars 5 cents, outstanding and unpaid. These bonds were issued upon the condition that if not paid within ten years by money appropriated by Congress, 'or out of the proceeds of any sale of public lands which may be donated or set aside by Congress for that purpose, and should no such appropriation or donation be made, or if an amount sufficient should not be appropriated or donated within the said ten years, then the bonds authorized to be issued by this Act shall be good and valid claims against the State, and shall be paid out of any money in the Treasury not otherwise appropriated to pay the expenses of the expeditions mentioned in this Act.' These bonds and warrants have not been paid out of any monies appropriated or otherwise provided by Congress, and are probably both a legal and equitable claim against the State; but as successive Legislatures have had these claims referred to them, and have refused to make provision for their payment, I have not included the amount in the State indebtedness.

"Notwithstanding the very large amounts paid by the State for military purposes under the 'Act for the relief of the enlisted men of the California Volunteers' and the 'Act granting bounties to California Volunteers in the service of the United States,' the total indebtedness of the State on the 1st day of July, 1865, was only 43,840 dollars greater than it was on the 1st day of January, 1864, twenty days after the commencement of your Excellency's administration. It should be re-

membered, too, that almost the entire property tax of 1863 had been paid into the Treasury before the statement of State indebtedness was made on the 1st day of January, 1864,—while not one dollar of the property tax of 1865 had been received prior to July 1st, the date at which this statement of State indebtedness was made.”

The direct State tax on real and personal property last year was $1\frac{1}{2}$ per cent; this year it has been reduced to 1 dollar 15 cents per cent., and as will be seen by the above extract from the Comptroller's Report, it is suggested to further reduce it next year to 96 cents per cent.

City and County Finances.—The assessed value of property in the city and county (consolidated) was last year as follows:—Personal, 35,851,652 dollars 13 cents; real, 47,345,973 dollars 66 cents; but of personal property there was the large amount of 16,728,202 dollars 39 cents either exempt from taxation or in litigation; of real there was 3,842,935 dollars 82 cents legally exempt from taxation. The rate of taxation for last and present fiscal year was and is per 100 dollars.

	1864-5.		1865-6.	
	\$	cts.	\$	cts.
For the General Fund	0	61	0	70
For the School Fund	0	35	0	35
Corporation Debt	0	47	0	43
Street Lights	0	7½	0	7½
Interest Tax amount San Francisco and San José Rail- road Bonds	0	2½	0	2
Sinking Fund Bonds 1863-4	0	2½	0	7½
Interest Tax Bonds 1863-4	0	17½	0	10
Sinking Fund Bonds 1855	..	..	0	3
Pacific Railroad Bonds	..	..	0	9
Street Department Fund	..	..	0	10
Total City and County Tax	1	73	1	97

making the total State, city, and county tax for 1864-5 2 dollars 98 cents per cent., and 1865-6 3 dollars 12 cents per cent.

The following Table shows the revenues and expenditure of the city and county in the last fiscal year.

	Revenue.		Expenditure.	
	\$	cts.	\$	cts.
General Special Fund, Police Contingent, and Street Department Funds. (finally combined in General Fund)	607,538	43	574,376	97
School Fund, Sinking Fund, School Bonds, Interest Account School Bonds, Special School Fund, and School Mortgage Account combined (not including Sinking Funds set aside but not used)	225,146	74	295,123	85
Street Light Fund (deficiency paid from General Fund but not included in above item)	47,174	15	104,832	53
Corporation Debt Fund, Sinking Fund, Fire Bonds, and Coupon Account Bonds, 1858 (the two latter arising from former), and Sinking Fund of debt of 1851, in Fund Commissioner's hands	295,672	75	191,970	84
Interest Account (tax) San Francisco and San José Railroad Bonds	15,693	88	21,647	50
Coupon Account Bonds 1863-4	109,596	35	104,930	00
Sinking Fund Bonds, 1863-4	15,656	62	15,570	00
Total	1,316,478	92	1,308,451	69

The following Table shows the indebtedness of the city and county on the 30th June.—

Issued in.	By the	Payable in.	Annual Rates.	Annual Sinking Fund.	In Circulation.
			Per Cent.	\$	£
1851	City	1871	10	50,000	1,305,500
1854	School	1865	7	5,000	32,000
1854	Fire	1866	10	16,666	174,500
1855	City	1875	6	21,000	329,000
1858	City and County ..	1888	6	In 1867	1,133,500
1860	School	1870	10	5,000	55,500
1861	School	1870	10	2,500	18,000
1862	{ San Francisco and San José Railroad Company .. }	1877	7	Commences.	150,000
1863	{ San Francisco and San José Railroad Company .. }	1878	7	1866	150,000
1863	City Slip	1883	7	49,000	968,386
1864	City Slip	1884	7	2,400	34,008
1864	{ Central Pacific Rail- road Company }	1894	7	7,000	400,000
1865	{ Western Pacific Rail- road Company }	1895	7	..	250,000
Total					5,000,394

Gold remains the recognised currency of this State, and the endeavour now being made to repeal the special contract law will not be successful ; the law has been found to work admirably, and there are few, if any, merchants or capitalists who desire a change. The Supreme Court of this State upholds the law, but decides that contracts made for the payment in gold coin, or its equivalent, are discharged by a tender of currency. The Supreme Court of Nevada State has lately decided against the special contract law as being unconstitutional, and that contracts made for the payment in coin are discharged by a payment of Treasury notes. This decision has caused great excitement, and unsettled business matters, as the bankers and monied people of this city, on whom the Nevada traders and miners mainly depended, can only rest their security for advances on the good faith of the borrowers.

We have four English banks established in this city, all of whom are doing a fair business considering the short time they have existed. The rate of interest for commercial papers was, during the first half year, steadily maintained at $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent., but lately the rate has been reduced to 1 to $1\frac{1}{4}$ per cent. per month. The rate for long loans, on unquestionable security, ranges from 10 to 12 per cent. per annum. Exchange on Atlantic cities, payable in coin, has ranged from $1\frac{1}{2}$ to 2 per cent. premium, closing at $1\frac{3}{4}$. Telegraphic transfers have been pretty uniform at 3 per cent. premium. Exchange on England (bank bills) has been steadily maintained at 4s. to 4s. $0\frac{1}{2}$ d. to the dollar.

The departures by sea exceeded the arrivals in 1865 by over 1,000 ; in all previous years the arrivals have far exceeded the departures. It is questionable if the State had any addition to its population by overland immigration. The population of this city is from 110,000 to 115,000, and constantly increasing.

The progress of manufactures in this State has been very marked, We have in this city and neighbourhood two large woollen establishments a cotton mill recently erected, soap and candle manufactories, glass works,

cordage and wire rope factories, three sugar refineries, metallurgical establishments, shot tower; and foundries of sufficient capacity to manufacture all the machinery required in the State. The city is supplied with water by one company, who have a monopoly; and with gas by one company, although another company have works completed, and pipes partially laid through the city. The charge for gas is about 25s. per 1,000 feet.

Property within the city limits has advanced very materially in the past year, rents, both of business premises and private residences also advanced from 10 to 20 per cent.; but from the number of residencies erected, rents are not so firmly supported, except in the most desirable localities.

I estimate the value of merchandise passing through British hands at from 2,500,000*l.* to 3,000,000*l.*

There has been no change in the rates of wages; every trade has its union, who rule with despotic power, and it is questionable if the system be not as equally destructive to the interests of the mechanic as it is to the State.

San Francisco, March 9, 1866.

COMMERCIAL REPORTS

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1866.

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AUSTRIA.

RAGUSA.

Report by Mr. Consul Paton on the Trade and Commerce of Ragusa for the Year 1865.

THE foreign trade of Ragusa is not in a flourishing state, as shown by the Returns of the last years.

TOTAL Imports into and Exports from Ragusa and Gravosa during the last Five Years.

				Imports.	Exports.
				£	£
1861..	..	..	..	33,270	3,725
1862..	..	..	..	69,872	9,828
1863..	..	..	..	76,704	6,785
1864..	..	..	..	41,741	4,273
1865..	..	..	..	24,089	3,516

The most immediate of the causes of the diminution was the drought of 1865, and the consequent general failure of agricultural productions, with the exception of wine. Generally speaking olive grounds in the upland stony district did not cover the expense of culture. The average annual fall of rain in Ragusa is 32 inches. On the contrary, from 1st April, 1865, to the 1st April, 1866, the fall was only 4 inches, or one-eighth of the usual amount. The result has been great pecuniary embarrassment in this city, where the proprietors reside, and there would have been a famine among all the agricultural population, not only of Dalmatia but of Herzegovina and Montenegro, if it had not been that the very mild winter has been productive of an abundance of green vegetables.

The other cause of the falling off of trade is, that since the Porte has begun to make roads in the Herzegovina the produce of Gatzko goes to Mostar, and thence to Metcovich, the port of the Narenta, instead of being brought here as hitherto; for as yet not a spade has been dug into the long desired and promised road from Trebique to the Austrian frontier near here. But I am informed that the Porte will at length grant the funds. The Porte having had to deal with a province that was so recently in a state of revolt the strategical lines of road such as those of Serajeno, Mostar, Niksich, have had the precedence. These strategic lines of road will also contribute to the commercial traffic and general civilization of the Herzegovina, and when they are completed it is to be hoped that the natural commercial line from Ragusa to Trebique, Gatzki, Fotcha, and Uschitzza will receive due attention. These places are naturally co-alimentary of each other in various ways, and, although Uschitzza is within the Servian frontier, and Ragusa is an Austrian port, the intermediate country is Bosnia and Herzegovinian, which will receive its full share of benefit. The project of a railway so as to make Ragusa the port of Hungary is a matter of considerable time and capital; the ordinary road projected for the above line of towns presents no serious difficulty.

The conclusion of a commercial treaty with Great Britain has given much satisfaction in this province as inaugurating a new economical era in this hitherto embarrassed empire. From all that I hear even the customs duties set down in the treaty are still too high to act rapidly on the leverage of the customs revenue. But a good commencement has been made, and one may safely predict that State convenience will carry the tariff even after 1870 to a scale much more advantageous to the revenue and to the general commerce of the Austrian Empire. Without touching on any special diplomatic or national question it may be laid down as a general axiom that Austria is of all countries the one that can least afford to do without a tariff adjusted purely to revenue ; because from her heterogeneous composition and border tangents she is more than any other European State exposed to accidents.

Although the treaty does not speak of Dalmatia, it touches it most nearly ; for it is to the general amelioration of the finances of the Empire that Dalmatia has to look for complete tariff abolition, under the peculiar conditions of her geographical configuration. The proof of the necessity of such abolition is that in any rounded province, or province of a more compact form than Dalmatia, the very moderate customs tariff which Dalmatia has enjoyed for several years, would have been sufficient to render smuggling unremunerative. That smuggling is still sufficiently remunerative, notwithstanding the low scale of customs duties, is a proof that there ought to be no customs duties at all, and that in this case fiscal arrangements are in a state of hopeless conflict with the physical laws. When this abolition takes place, and when the common road to the interior towns mentioned above is completed, I confidently predict that Ragusa will begin to rise to the position of an important emporium in the Adriatic.

If Ragusa depends on the olive, Spulato depends on the vine ; and, partly in consequence of the expectation that England may become a better market for strong secondary wines, an association has been formed at Spulato, by the principal proprietors, for the improvement of the native wines, so as to suit northern tastes, and for sending choice specimens to the great European exhibitions of agricultural and mercantile products. Advocate Virnovich, Secretary of the Chamber of Commerce of Spulato, in an interesting statistical account of that Circle, gives the following as the annual production of wine, taking an average of four years ; or dividing what he calls a "quadrennial" by four.

Spulato Proper	89,393 barrels of 15 gallons.
Island of Bruzza	62,125 " "
Island of Lesina	23,406 " "
Irun	14,644 " "
Mucarska	8,439 " "
Imoschi	7,568 " "

For the slightly acidulated white wines of the Rhine and lower Austria, and for the finer sorts of Bordeaux wine, Dalmatia is less suitable. It is the almost constantly humid subsoil of the valley of the Garonne with the neighbourhood of the Atlantic and the Pyrenees as predisposing causes of rain, which gives the natural bouquet to the higher Bordeaux wines.

This is not attainable in the stony and, during summer, thoroughly dessicated soil of Dalmatia. But if the proprietors were to bring skilled persons from Xeres or from Oporto there can be no doubt of this country being able to produce wines equal to ports and sherries. As in the Spanish Peninsula the bare rocks above the vineyards heated up by the sun during the day, continue to emit warmth to the vine during the night. The vineyards are surrounded by dry stone walls, which not only protect the vines from goats but are the most convenient way of disposing of the

surface stones which are in excess on this side of the Adriatic, and in windy weather a portion of the flying dust is retained so as slightly to increase the amount of soil.

There are few old vines in Dalmatia, because after a certain number of years the vine which prospers among loose stones and gravel, spreads its roots downwards, to the hard impermeable lime rock, and the vines have to be renewed every twenty or thirty years. In the vineyards that have a good soil the new vines are planted at once, but if the soil be poor or thin the productive forces are renewed by a few years of grass, and the consequent manure of the pasturing animals.

The best wine of Dalmatia is the renowned Malmsey. It is said to be from the same grape as Madeira, and resembles that wine, but is not equal to what I recollect of fine old Madeira. It has suffered more than any other grape from the disease, and is the only species of vine that has not recovered as the other have done during the last three years, after the previous ten years malady. New Malmsey has not been in the market since 1853.

The Plarka is from a Burgundian grape, and produces an alcoholic wine resembling port. An English traveller, a good judge, last year told me that he considered this wine equal to a higher quality of port. The other wines noted in this province are the Tartaro of Lebenico, a strong red wine. There are also sweet wines, such as the Vugara of Bruzza, but with the saccharine quality much too prominent for English tastes; and without the pulpy fruit-conservative flavour of Malaga, Menes, and Cyprus.

The preliminary culture of the vine in Dalmatia evidences both labour and skill, but, with regard to the ordinary vines, not included in the above specification, the subsequent manipulation of the juice of the grape in all the stages of wine making, is very rude and unscientific, and out of all proportion to the labour, and even skill bestowed on the culture of the vine. The Mexican Consul here, who manages the Emperor Maximilian's property at Lacroma, has got a wine-maker who served three years in the Vinicultural School of Ofen, and both are of opinion that if the unscientific processes were abandoned, a variety of excellent wines could be produced in Dalmatia. The red wines are generally made too soon, from fear of the peasants stealing the grapes; hence the necessity of a wine police, as in the Rhine districts. There ought to be a selection at the precise moment for wine making on chemical principles; that few Dalmatian wines keep well, or stand a sea voyage is owing to a slight amount of acidity in the first stage of wine-making. From an improper exposure to the air there is occasionally the flat disagreeable flavour, known by the sardonic expression of "mouse closet bouquet." There is also a want of proper cellarage in Dalmatia, the soil being subject to earthquakes; subterranean vaults are acted on by the internal heat, and do little to produce coolness, except at the bottom of steep hills facing the north, so as to be at least protected from the external heat of the sun.

Venice used formerly to be the chief market for Dalmatian wines, but the railway by Conegliano Pordenore, the Tagliamento, and the Friuli having opened the market of Venice to wines superior to the majority of those of Dalmatia, the latter have lost much of the Venice market. The Dalmatian vintage of 1865 was copious and excellent, but the wine of Venetia appears to have been equally abundant, for, during the winter, several cargoes were returned from Venice to Spulato by the consignees, in consequence of purchasers not having been found at the lowest prices fixed on.

Professor Babo, of the Vinicultural School of Kloster-Neuburg, in a report to the Austrian Government says,—“Italians, Turkish rayahs, and

Dalmatians have not a delicate taste for wine, and therefore inferior wines are suitable;" but he considers that if Dalmatia manufactured wines suited to the foreign markets, it is of all the crown territories of Austria the one most suited by the laws of nature to be a wine land. "What product can this land of rocks give better than wine?" asks he. I must say that I agree with this opinion. The olive culture would be continued on the good soils, but from what I have seen of the olive on hilly soils, with the great expense of hoeing and manuring, I believe that wine made according to the terms of chemical science is the proper use to be made of the hilly ground in the country where there is so little pasturage, and so little natural wood left uncut. But until superior and exportable wines be made, I should not approve of specimens of Dalmatian wine being sent to next year's Paris Exhibition. It is beginning with what ought to be the climax.

In contrast to the agricultural interest, for which 1865 has been a bad year, shipowning of long course has given a fair return for capital. The coal importations were not made in British bottoms last year on account of the high freights demanded in England, and for the sake of further elevating the trade of the two ports. I give a comparative view of ships, hoisting the Austrian flag, which entered the ports of Ragusa and Gravosa in 1865, after the Table of the Foreign Shipping.

BRITISH and Foreign Shipping at the Port of Ragusa in 1865.

Nationality of Vessels.	ENTERED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Neapolitan	40	888	6	115	46	1,003
Turkish	6	170	2	33	8	203
Papal	4	202	..	..	4	202
Greek	20	831	3	84	23	915
British	..	..	..	..	..	..
Total	70	2,691	11	232	81	2,323
	CLEARED.					
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Neapolitan	15	338	32	694	47	1,032
Turkish	1	20	8	242	9	262
Papal	..	..	4	202	4	202
Greek	5	176	18	739	23	915
British	..	..	..	..	..	..
Total	21	534	62	1,877	83	2,411

BRITISH and Foreign Shipping at the Port of Gravosa in 1865.

Nationality of Vessels.	ENTERED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Neapolitan	9	146	1	11	10	157
Turkish	5	112	1	17	6	129
Papal	2	100	..	..	2	100
Greek	2	263	2	45	4	308
British	..	..	..	..	..	..
Total	18	621	4	73	22	694
	CLEARED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Neapolitan	3	94	..	..	3	94
Turkish	3	74	3	47	6	121
Papal	1	48	..	..	1	48
Greek	3	306	1	13	4	319
Russian	..	..	1	180	1	180
British	..	..	..	..	..	..
Total	10	522	5	240	15	762

To this add two Ottoman steamers of 168 tons, which entered Gravosa in 1865, both with cargoes on Turkish Government account.

COMPARATIVE view of Ships hoisting the Austrian Flag, which entered the Ports of Ragusa and Gravosa in 1865.

	Ragusa.		Gravosa.	
	Ships.	Tons.	Ships.	Tons.
Vessels of "Long Course" ..	1	261	13	4,981
Coasting Vessels ..	1,332	18,981	706	12,967
Steamers from Foreign Ports ..	..	..	45	14,670
Steamers from Austrian Ports ..	..	..	257	114,738
Total	1,333	19,242	1,021	147,356

The gross imports and exports from foreign countries were, in 1865, the following :

Gross Value of Imports and Exports at Ragusa in 1865, in British Money.

Countries.	Imports.			Exports.		
	£	s.	d.	£	s.	d.
Turkey	11,859	6	0	145	4	0
Naples	1,454	6	0	333	10	0
Papal States	731	10	0	..	..	..
Greece	948	16	0	..	..	..
Total	14,993	18	0	478	14	0

GROSS Value of Imports and Exports at Gravosa.

Countries.	Imports.		Exports.	
	£	s.	£	s.
Britain	6,195	10	..	..
Turkey	1,440	14	1,634	6
Naples	148	4	163	2
Papal States	139	6	..	..
Greece and Ionian Islands	1,171	10	540	0
Total	9,095	4	2,337	8

Of the above the principal items were coal and cereals.

VALUE of the principal Articles Imported into Ragusa in 1865.

Articles.	Turkey.		Kingdom of Naples.		Papal States.		Greece.		Total.	
	£	s.	£	s.	£	s.	£	s.	£	s.
Wheat.. .. .	4,253	2	..	..	..	..	412	4	4,665	6
Maize	4,873	16	..	..	..	..	400	0	5,273	16
Semola.. .. .	987	12	..	..	..	..	..	..	987	12
Oranges and Lemons.. ..	..	..	367	4	..	..	..	..	367	4
Barley.. .. .	369	12	196	10	..	..	..	..	565	2
Beans	..	..	185	12	..	..	..	..	185	12
Rice	..	..	..	..	196	10	..	..	196	10

VALUE of the principal Articles Exported from Ragusa in 1865.

			£	s.	
Sheep and Goats.. ..	..	179	8	(To Kingdom of Naples.)	
Raw Hides	..	138	0	..	..
Wine	..	102	12	..	..

VALUE of the principal Articles Imported into Gravosa in 1865.

Articles.	Britain.		Turkey.		Naples.		Greece.		Total.	
	£	s.	£	s.	£	s.	£	s.	£	s.
Wheat.. .. .	..	..	360	0	..	..	1	16	361	16
Maize	..	..	779	4	..	..	..	..	779	4
Wine	..	..	..	..	148	4	..	..	148	4
Coal	6,188	..	..	..	..	..	..	..	6,188	0
Cement	..	..	..	..	..	..	900	0	900	0
Cotton Cloth	..	..	..	..	..	..	150	0	150	0

VALUE of the principal Articles Exported from Gravosa in 1865.

Articles.	British.		Turkey.		Naples.		Greece.		Total.	
	£	s.	£	s.	£	s.	£	s.	£	s.
Anchovies	..	..	..	..	..	..	362	4	362	4
Salt Meat	..	..	526	6	..	..	138	4	664	6
Olive Oil	..	..	300	0	615	0	..	..	915	0
Wine	..	..	111	0	..	..	..	..	111	0
Culinary Utensils	..	..	234	10	..	..	..	..	234	10
Oxen and Sheep	..	..	..	..	160	6	..	..	160	6

BRITISH Imports and Exports during the last Five Years into and from Ragusa and Gravosa.

	Imports.		Exports.	
	£		£	
1861	9,004		..	
1862	9,322		690	
1863	8,092		..	
1864	8,674		..	
1865	6,195		..	

COMPARATIVE View of the Value of Imports from, and Exports to the Coasts of the Austrian Empire, outside the Dalmatian Customs Area, (fractions omitted).

RAGUSA.

	Imports.		Exports.	
	£	s.	£	s.
The Austro-Illyrian Coast } (i.e. Trieste, Istria, &c.) }	55,282	8	2,098	8
Venetia	6,140	0	1,410	0
Civil Croatia.	1,536	16	10	0
Military Croatia	1,116	10	..	
Total ..	64,075	14	3,518	8

GRAVOSA.

	Imports.		Exports.	
	£	s.	£	s.
* The Austro-Illyrian Coast ..	96,479	4	67,070	0
Venetia	447	10	3,571	10
Civil Croatia.	303	18	319	10
Military Croatia	59	6	..	
Total ..	97,289	18	70,961	0

Ragusa, May 1, 1866.

BELGIUM.

ANTWERP.

Report by Mr. Consul Grattan on the Trade and Commerce of Antwerp for the Year 1865.

THE treaty between Great Britain and other maritime powers and Belgium, for the redemption of the Scheldt Toll, signed at Brussels on the 16th of July, 1863, embraced in its provisions a complete revision on the part of Belgium of all existing port charges, comprising:

1st. The abolition of the tonnage duty hitherto payable on all ships entering Belgian ports.

2nd. A reduction in the rates of pilotage.

3rd. A general diminution of the local taxes levied by the town of Antwerp.

The port charges of Antwerp were thus reduced to about one-half of what they had previously been, the diminution of charge to each vessel visiting the port being estimated to amount to three francs per ton. Considering the importance of these reforms, and the expectations which they have naturally created, it becomes a matter of interest to observe the progress of the port since the treaty went into operation.

The Navigation Returns during the last ten years exhibit the following results:

Years.				Vessels.	Tonnage.
1856	..	..	..	1,915	439,179
1857	..	..	..	1,988	490,429
1858	..	..	..	2,249	482,703
1859	..	..	..	2,302	469,563
1860	..	..	..	2,568	546,444
1861	..	..	..	2,778	638,638
1862	..	..	..	2,292	579,899
1863	..	..	..	2,553	609,353
1864	..	..	..	2,744	701,035
1865	..	..	..	3,010	776,000

And they show that although the movement of the port has been in the main progressive during the series of years above referred to, it has not been continuously so from year to year.

The returns for the two years following the conclusion of the treaty exhibit, however, a marked increase over all previous years as respects the aggregate amount of tonnage, the average tonnage during 1864 and 1865 (especially the latter) having also considerably augmented in comparison with preceding years, a proof that the port has been during this period visited by a larger and more important class of vessels. As regards English shipping, the results of the last two years, as will be seen by the following statement, have been very remarkable, the number of British ships entered at Antwerp having been:

				Vessels.	Tonnage.
In 1863	..	..		917	236,758
1864	..	..		1,031	260,856
1865	..	..		1,185	356,919

The British tonnage having thus amounted in the year 1865 to very nearly one-half of the whole tonnage of the port. It must, however, be observed that some portion of this activity has been the result of the American War; the direct trade between this port and the United States, formerly carried on mainly by American ships, having been gradually absorbed by English vessels chiefly owned in Nova Scotia. But, taken altogether, and in conjunction with the general development of the resources of the port which will be indicated hereafter, the results exhibited by the foregoing returns may no doubt be considered satisfactory and encouraging. The transactions of the past year as regards the leading articles of import may be thus summed up:—

Coffee.—There was a considerable increase in the amount of business transacted during the year 1865, especially as regards the arrivals from Hayti, a growth much in demand in this market. There having been, however, but little speculation in the article, the prices were not subject to much fluctuation, and the prevailing rate for Rio coffee was from 74 to 90½ centimes per half kilogramme, and for Haytian from 82 to 92 centimes per half kilogramme.

The returns for 1865 showed a total of 347,470 bales imported, against 217,987 bales in 1864, the stock in hand at the end of December, 1865, being 45,000 bales against 20,000 at the same period in 1864.

Hides.—The transactions in this important article during the year 1865 were highly satisfactory, showing a large general increase as compared with the previous year.

The imports, according to the circular of Messrs. F. and G. Grisar, amounted to 938,047 hides, being an augmentation of 145,633 hides in all over 1864, and thus distributed:—

An increase of 106,074 La Plata, dry; of 13,913 La Plata, salted; of 22,941 Rio Grande, dry; 9,410 of various descriptions; and 10,521 horse hides, dry and salted; against a diminution of 11,079 Rio Grande, salted, and 6,147 Pernambuco. The sales during the year show a surplus of 273,950 hides of various descriptions. Without having undergone any sudden fall, there was, however, a downward tendency in prices during the year which, comparing them at its close with the prices prevailing in December, 1864, show a diminution of about 8 to 10 per cent. on dry hides and from 3 to 10 per cent. on salted hides generally, with the exception, however, of certain qualities of the latter description, the prices of which were maintained. The chief business of this port as regards hides lies with the provinces bordering on the River Plate, but little intercourse having as yet been established with Pernambuco, Bahia, Central America, and other localities producing qualities which would no doubt be very acceptable and of ready sale if introduced with greater regularity into the Antwerp market. The extent of the operations in hides during the last three years will be shown by the following Table:—

Years.			Total Quantities Imported.	Sales effected at Antwerp.	Transit and Re-Exportation.	Stock on Hand on the 31st December.
1863	..	..	712,396	626,286	171,106	88,354
1864	..	..	792,414	527,785	199,018	153,065
1865	..	..	938,047	801,735	228,562	60,815

In connection with this subject it may be interesting to refer to an experiment due to the initiative of certain merchants in this city, which was carried into successful operation during the past year in the State of

Uruguay, namely, the preparation of concentrated meat according to the system of Dr. Liebig. This product, which is known under the name of "Extractum Carnis Liebig," and the utility and value of which appear incontestible, already promises to become popular in this country as well as in England, where owing to the absence of a regular and adequate supply it has been placed out of the reach of the generality of consumers. It is, I believe the intention of the promoters to establish agencies abroad for the sale of the article, one of the effects of which will be the very desirable one of ensuring its sale to the public at a moderate and uniform price. The vast grazing districts of South America, where numerous herds of cattle are annually slaughtered for the sake of the hides alone, offer the greatest facilities for the application on a large scale of the process in question, and nowhere else could it be worked out with so great a prospect of success.

Wool.—The importance of Antwerp as a wool market has been of late years steadily on the increase, the transactions acquiring year by year a greater degree of extension and development. The importation during the past year reached about 104,000 bales of various descriptions, or which about 71,000 bales were imported direct from the River Plate, against a total amount in 1864 of 96,364 bales, of which 49,240 bales were from the River Plate. The sales of wool at this port during the year 1865 are thus reported :—

	1865	1864
	Bales.	Bales.
From River Plate ..	77,000	46,868
Other Descriptions ..	8,000	5,416
Total ..	85,000	52,284

The wool entered in transit amounted in 1865 to about 20,000 bales, against 42,213 in 1864. The prices, which ruled high at the beginning of the year, gradually receded until after the summer sales, rising again during the November sales, and the year closed with prices well sustained and a good demand. The stocks in hand were estimated at about 5,000 bales against 8,333 at the close of the previous year.

Grain.—The year 1865 exhibited a falling off in the amount of wheat and barley imported as compared with 1864, a result to be attributed to the large stocks on hand at the commencement of the year, combined with the low range of prices which continued to prevail until its close. The Belgian crop of 1865 having, however, proved deficient in quality, a demand for foreign grain arose towards the latter end of the year, the general transactions in respect of those cereals remaining notwithstanding dull and inferior to those of preceding years. There was, however, a considerable demand for rye, a large quantity of which was delivered from France by railway, not only for domestic consumption but also for exportation towards the Netherlands, owing to the lower range of prices of rye of Belgian and French growth as compared with those which prevailed for rye grown in Russia and the Baltic. The results of the year showed a large increase in the amount imported, with a rise in prices towards the end of the year. Barley and oats were very deficient in this and neighbouring markets, and prices ruled high during the year.

The following return shows the amount of breadstuffs imported, by sea, at this port during the year 1865 :—

	Wheat.	Rye.	Barley.	Oats.	Maize.	Flour.
	Hect.	Hect.	Hect.	Hect.	Hect.	Sacks and Barrels.
Algeria	..	..	50,271	..	..	..
England	6,574	..	4,844	..	2,000	6
Denmark	77,178	..	349	..	..	..
Danube	6,858	49,717	64,300	..	..	..
France	16,633	5,110	2,079	..	..	202
Hamburgh	41,721	..	150	..	..	672
Holstein	2,514	..	..	..	..	..
Lubeck and Bremen ..	..	..	..	..	..	3,252
Mecklenburg	1,704	..	..	..	..	..
Black Sea	..	4,174	..	..	100	..
Pomerania	23,795	..	27,550	527	..	..
Prussia	99,384	..	1,124	..	..	..
Russia	3,085	..	7,357	799	..	..
Sweden and Norway ..	53,948	..	20,334	7,199	..	..
Turkey	..	43,283	39,439	..	..	..
United States	..	..	..	..	..	121
Total	333,430	102,284	178,358	8,525	2,100	4,253

Rice.—This article has occupied about the same position as during the last few years, the imports by sea having been during 1865 297,516 bales, against 302,709 bales in 1864, and thus distributed:—

	Bales.
From Akyab	188,728
Rangoon	21,898
Moulmain	7,646
Bassein	21,063
Batavia	5,845
Bremen	473
Hamburgh	103
France	7,704
England	36,795
	and 10 barrels.

Stock at the end of 1864, 60,000 bales ; 1865, 56,000 bales.

Guano.—Although there has been no diminution in the demand, the amount of guano imported during 1865 fell far short of the quantity usually received at this port. This circumstance is solely to be attributed to the over abundant supplies which reached Antwerp in the year 1864, leaving a very large stock on hand at the commencement of 1865, during which year the importation did not exceed about 19,000 tons. As according to all present contracts with the Peruvian Government the guano which is destined for Belgium can only be employed within this country, and cannot be re-exported, the consumption may be considered to correspond pretty nearly with the amount imported, and may be estimated to reach on an average from fifty to sixty thousand tons annually. The artificial guano manufactured in the neighbourhood of Antwerp does not appear to compete seriously with the natural product.

Hemp.—The chief supplies during the year were derived from England, but the contingents obtained from Russia and Italy (the latter being very favourably viewed in this market) showed a considerable increase over the amounts received during the previous year. There was, however, a downward tendency in prices, Italian hemp having been quoted at the commencement of the year at from 111 to 120 francs per 100 kilogrammes, the closing prices at the end of the year averaged from 75 to 105 francs, and Russian hemp, commencing at 102 to 106 francs per 100 kilogrammes,

closed at from 80 to 90 francs. As regards Manila hemp, though none was imported directly from Manila, a certain quantity was received from England, the price at the beginning of the year varying from 81 to 100 francs per 100 kilogrammes, and closing, in consequence of the smallness of the stock in other qualities, at from 127 to 130 francs per 100 kilogrammes. The imports of the last two years may be thus classified :—

	1864.	1865.
	Bales.	Bales.
Genoa	..	38
Leghorn	3	267
Trieste	..	617
Mogador	..	29
St. Petersburg ..	204	318
Riga	607	1,262
	{ and 476 tons. }	
Havre	174	423
Hamburgh	12	79
England	8,159	{ 10,448
		{ and 132 tons in bulk.
Manila	500	..
Total	{ 9,659	18,481
	{ and 476 tons. }	and 132 tons.

Of *Jute* the imports by sea during the year 1865 reached 2,106 bales and 180 tons (all from England), against 1,500 bales in 1864. From Holland, by land, the supply amounted to 386,160 kilogrammes, against 387,862 kilogrammes in 1864.

Resin.—The Antwerp market being well and regularly provided with resin since the establishment of a line of communication by steam with Bordeaux, a considerable demand has arisen for export to neighbouring countries, Antwerp having become the principal *entrepôt* of this article for the supply of Germany. The following are the amounts of French resin imported during the last four years :—

In 1862, 15,331 barrels : 1863, 9,552 barrels ; 1864, 8,738 barrels ; 1865, 17,897. From America 1,068 barrels were received in 1865. The expectations of a large and increasing supply of American resin created by the termination of the war in the United States, not having been realized, prices were not so much affected by that event as might have been anticipated. They ranged from 16 to 21½ francs per 50 kilogrammes during the year, inclusive of all qualities, the average prices during 1864 having been from 26 to 31 francs. The stock in hand at the close of the year reached 800 barrels of French resin and 200 of American.

Sugar.—The quantity of raw cane sugar imported in the year 1865 did not widely differ from that received during the previous year, but the amount of refined sugar exported during the year was less. This result, following so closely upon the late international convention between England, France, the Netherlands, and Belgium, establishing a uniform system of drawbacks on refined sugar, which went into operation in 1865, has disappointed the Belgian refiners. Certain local causes which operated injuriously to the refiners of this country having, however, now ceased to exist, there is no reason to doubt that they will henceforth be able to compete on equal terms with their neighbours in France and the Netherlands. The proportion between refined cane and refined beetroot sugar exported from this port will be seen by the following statement :— During the first eleven months of 1865 the total amount of cane loaf sugar exported was 3,418,112 kilogrammes, against 293,506 kilogrammes of the same description of beetroot sugar.

Oleaginous Seeds.—There was a considerable increase in the importation of most kinds of oleaginous seeds for manufacturing purposes during the year just elapsed, especially of flax, hemp, and cotton seed, but there was a falling off in rapeseed, owing to the unfavourable harvest of the year 1864-65. A considerable rise in the price of the last-named article affected in an equal degree the price of rapeseed oil, so extensively employed for household use in this country, which was about forty per cent. dearer in November and December than it had been at the commencement of the year, petroleum increasing in about the same proportion. The quantity of cotton seed imported in 1865 (entirely from Egypt) amounted to 240,455 hectolitres, against 122,664 hectolitres in 1864. The following is a return of the principal descriptions of seeds imported in 1865 :—

					Hectolitres.
Flax Seed	..	..	..	..	548,984
Rape Seed	..	..	..	..	32,874
Turnip Seed	..	..	..	..	98,238
Cotton Seed	..	..	..	..	240,455
Hemp Seed	..	..	..	..	91,855

Cotton.—The cotton trade has for many years past been in a very depressed state at Antwerp, and since the American war it has dwindled down to a very low point, direct importations having in fact almost entirely ceased. The Belgian manufacturers have drawn their supplies during the last few years chiefly from England, and though there has been a considerable increase in the amount of cotton consumed in the country during the past year, it is not probable that the article will attain its former importance in this market until the production of the United States has been resumed on a more extended scale, and prices restored to a lower and more regular standard. Some attempts made during the past year to introduce Haytian cotton were not successful, and between 150 and 200 bales received from that island failed to find purchasers, and were re-exported. Towards the close of the year, however, some purchases of cotton were effected on Belgian account at Bombay and New York, and there is reason to believe that an effort is likely to be made to revive this branch of trade, which occupied a better position in this market some years since, as the following Table will show.

AMOUNT of Cotton Imported at Antwerp since the Year 1855.

	1855.	1864.	1863.	1862.	1861.	1860.	1859.	1858.	1857.	1856.	1855.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
New Orleans	..	..	..	57	9,220	13,546	16,719	7,061	18,064	19,987	9,989
New York	..	..	..	..	12,466	9,213	3,739	4,465	6,658	11,165	11,099
Apalachicola	..	..	..	..	..	..	..	..	1,764	..	1,630
Charleston	..	..	..	..	..	1,006	386	1,382	3,005	1,741	5,890
Mobile	..	..	..	..	..	3,988	1,208	..	2,297	9,903	2,539
Galveston	..	..	..	..	1,949	2,978	4,057	4,116	..	1,720	1,740
Savannah	..	..	..	..	..	1,245	..	..	..	..	..
Havana	..	..	44	109	..	..	..	..	..	..	..
Coast of Africa	..	..	..	..	..	..	..	..	153	..	..
Arica	..	..	..	..	..	..	3,085	434	..	..	..
Bombay	..	..	..	..	74	..	..	2,573	14,270	4,778	463
City Point	..	..	..	..	..	..	..	..	..	..	..
Pern. Paraiba	..	..	..	..	..	..	..	..	..	500	..
Brazil	..	..	..	..	..	..	..	..	..	157	10
St. Domingo	440	331	410	236	10	516	276	446	323	181	300
Egypt	..	..	..	..	..	..	..	..	84	..	..
England	17,049	11,042	6,559	10,419	17,710	21,507	16,898	15,801	14,535	21,316	21,184
France	360	49	..	..	549	5	457	2,290	..	..	..
Other Ports	..	..	69	..	52	201	..	..	345	..	542
Total	17,849	11,422	7,082	10,821	42,030	52,060	53,725	38,568	61,576	71,532	55,286

Petroleum.—Notwithstanding the extensive development which the petroleum trade has attained at this port, there has been a falling off in the amount received during the year 1865 of not less than 64,000 barrels as compared with the previous year, a diminution in a great measure, however, to be accounted for by the reduced production of oil in the United States during the past year. This temporary check has not altered the position of Antwerp relatively to other European ports, as will be shown by the following Return of Petroleum exported from New York during the last three years:—

	1863.	1864.	1865.
	Gallons.	Gallons.	Gallons.
To Liverpool	2,156,831	734,755	1,320,161
London	2,493,834	1,339,668	376,283
Marseilles	998,183	1,883,977	1,237,952
Havre	1,439,567	2,180,638	564,019
Antwerp	2,337,356	4,149,821	1,434,650

And of the whole amount of petroleum exported from the United States to all parts of the world it has been estimated that the port of Antwerp received the following large proportion:—

In the year 1863, about 18 per cent. ; 1864, about 30 per cent. ; 1865, about 23 per cent.

The consumption of petroleum in Belgium suffered no diminution during the past year, and the direct supplies of oil in France, Holland, and the Baltic having been deficient, an active demand for exportation to those countries arose, which tended considerably towards maintaining a high range of prices during the year. The average price in 1865 was about eighty-five centimes per litre, rising, however, considerably higher during the months of October, November, and December.

Cattle Trade.—There has been a large and increasing export trade in cattle from this port, which was, however, considerably checked during the past year by the restrictions established by the Government consequent upon the breaking out of the cattle plague in Holland and France. Horned cattle having ceased to be admitted into Belgium since the Arrêté Royal of the 30th of August, 1865, the transit trade from Holland and Germany towards England became confined to sheep, of which large numbers were shipped in the steamers from Antwerp to London and Harwich. The Harwich line alone carried the following head of cattle, sheep, &c., during the year 1865, viz. :—

Bullocks	6,143
Calves	461
Sheep	121,448
Pigs	127

And a large number were also conveyed by the boats of the General Steam Navigation Company trading direct from this port to London.

The importation of cattle from England into Belgium is very considerable, consisting chiefly of animals introduced for breeding purposes. The following are the official returns, inclusive of the year 1863.

IMPORTED from Great Britain.

	Horned Cattle.	Sheep.	Pigs.
In 1863	70	55	..
1864	73	2	49
First Seven Months of 1865	62	37	12

The *Emigration* statistics of the port for the year 1865 show the following results :—

	No. of Vessels.	No. of Passengers.
For New York	13	2,808
Rio Janeiro.. .. .	5	285
Rio Grande.. .. .	4	147
Montevideo and Buenos Ayres ..	6	267
Total ..	28	3,507

In addition to which it must be observed that between four and five thousand German and other emigrants passed through this port during the past year in transit for America *via* England, Antwerp being unprovided with any transatlantic line of steamers.

Three of the newly-established companies referred to in the last report from this Consulate, namely, the Société Commerciale Belge, la Compagnie des Docks, Entrepôts, &c., and la Banque de Crédit Nationale, have published a report of their operations to the 31st December, 1865. The Société Commerciale has declared a dividend of 8·24 per cent. for the first year's business, and the Banque de Crédit a dividend of 3½ per cent. for six months, equal to 7 per cent. per annum. The shareholders of the Compagnie des Docks-Entrepôts received interest at the rate of 5 per cent. on all paid-up capital.

Antwerp, May 31, 1866.

CHILE.

TALCAHUANO.

Report by Mr. Vice-Consul Cunningham on the Trade of Talcahuano for the Year 1865.

IN the general commerce of the province little change took place in 1865, with the exception of a larger export of grain to England and Australia than in former years.

Every year the interior of the country is getting more cleared of timber, and as all the cleared land is suitable for the cultivation of grain, the sowing is rapidly and regularly extending, so as to render this province capable of supplying a large amount of wheat and flour for foreign export.

A large number of American flour-mills are now established in the interior, so that a considerable part of the wheat crop reaches the coast manufactured into flour.

Year by year the amount of wheat shipped to England has been gradually increasing, and there is a certain prospect of this province supplying regularly a large quantity of wheat to the English market.

The coal mines have been wrought steadily and with fair advantage to the owners.

The copper-smelting works at Lota have been constantly in operation, and are said to have left a profit to the proprietor of 20,000*l.* in the course of the year. There is only this smelting establishment as yet in the province.

The coal mines at Lebu are yet only in preparation, and little or no coal has yet been extracted. The preparatory works are upon a large scale, and the coal is proved to be good and abundant.

The harvest, which is nearly secured, has proved to be very abundant, and the wheat of excellent quality. The price of wheat at present is 3*s.* per bushel of 60 lbs.

The declaration of war between Spain and this Republic, on the 24th day of September last, has caused a stagnation in every branch of industry, and a hoarding of the metallic currency, which has been very prejudicial to every class of labour and enterprise, as, with the exception of wheat for a foreign market, no class of agricultural produce could or can be disposed of. Agriculture has suffered great prejudice also by the labourers being carried off from their ordinary occupations for military purposes.

Since the war with Spain commenced the Araucanian Indians have made several attempts at an outbreak on the frontier of Arauco, but were promptly put down, and are at present quiet.

Talcahuano, February 25, 1866.

EQUATOR.

GUAYAQUIL.

Report by Mr. Acting Vice-Consul Medina on the Trade and Commerce of Guayaquil for the Year 1865.

THE revolution which broke out in Machala against the Government, and which was hardly quelled at the expiration of last year, left the commerce of the country paralysed; but already it was recovering from that shock when a new insurrection burst out, headed by the same parties, at the beginning of the month of June. Happily this was of very short duration, as the energetic measures taken by the executive very soon put an end to it. Since then the country has enjoyed uninterrupted quiet, which has led to an increase in the trade of this port, and in the products of agriculture.

The following Table will show a statement of the imports during the year as compared with those of the preceding four years.

					Value.
					£
1861	..	..	..	..	1,003,123
1862	..	..	..	..	361,791
1863	..	..	..	..	328,016
1864	..	..	..	..	582,900
1865	..	..	..	..	635,000

Exports.—In the Table the amount of cocoa exported this year appears slightly less than that exported last year, but the crop has in reality exceeded it, and prices have been high to the end. The difference consists in the large amount of cocoa on hand at this port at the beginning of the present year. The cotton crop has been comparatively abundant, and it would have been much greater if some early rains had not destroyed a great part of it.

The following Table shows the different articles of produce and their approximate value.

					Quantity.	Price.			Value.		
						£	s.	d.	£	s.	d.
Cocoa ..	..	..	quintals	113,671	3	0	0		341,013	0	0
Cotton ..	..	..	.. "	11,117	10	0	0		111,170	0	0
Coffee ..	..	..	.. "	1,810	4	0	0		7,240	0	0
Rice ..	..	..	.. "	1,555	1	12	0		2,488	0	0
Canes ..	..	..	.. pieces	33,203	0	1	0		1,660	0	0
India Rubber ..	..	..	quintals	3,788	5	0	0		18,940	0	0
Hammocks ..	..	..	.. "	182	2	0	0		364	0	0
Orchella Weed ..	..	..	quintals	5,955	1	10	0		8,932	10	0
Straw ..	..	..	.. "	259	4	0	0		1,036	0	0
Bark ..	..	..	.. "	2,934	5	0	0		14,670	0	0
Lumber ..	..	..	.. "	3,945	1	12	0		6,312	0	0
Hats ..	..	..	.. dozen	25,539	3	0	0		76,617	0	0
Hides, tanned ..	..	..	.. "	10,755	0	12	0		6,453	0	0
Tobacco ..	..	..	quintals	1,773	8	0	0		14,184	0	0
Corozo Nuts ..	..	..	.. "	400	0	10	0		200	0	0
Tamarinds ..	..	..	.. "	548	2	8	0		1,315	0	0
Sarsaparilla ..	..	..	.. "	202	4	0	0		808	0	0
Specie ..	..	..	.. "	..	..	..	..		66,344	10	0
Total ..	..	..	..	..	..	..	..		679,747	0	0

The following Table shows the nationality of the vessels engaged in the import and export trade during the year 1865.

IMPORTS.

Nationality of Vessels.	Number.	Tonnage.	Value of Cargoes.
			£
British	60	45,001	462,000
Equator	36	1,306	11,500
Peruvian	71	2,046	35,000
Italian	11	1,944	15,000
Chilian	10	1,903	32,000
Spanish	7	2,334	23,000
French	6	1,810	38,000
United States	4	402	12,500
New Granada	2	315	700
Hamburgh	1	216	5,300
Total	208	57,277	635,000

Large amounts of Manchester and other English goods continue to be imported by steamers *via* the Isthmus of Panama, a route considered more convenient for the reasons stated in last year's Report.

EXPORTS.

Nationality of Vessels.	Number.	Tonnage.	Value of Cargoes.
			£
British	59	44,697	413,500
Equatorian	35	1,445	1,600
Peruvian	63	1,088	8,570
Italian	13	2,262	13,500
Chilian	12	1,955	5,500
Spanish	10	3,353	215,000
French	6	1,810	17,000
United States	3	376	2,900
New Granada	2	315	177
Hamburgh	1	216	2,000
Total	204	57,517	679,747

The exports, as will be observed, have much exceeded those of the preceding years.

General Observations.—The new year, 1866, has been inaugurated under very favourable auspices. The new administration that came into power in September carries on the government to the satisfaction of the majority, and as there is no chance of peace being disturbed, unless Equator should take part with Chili and Peru in their war with Spain, it is to be hoped that business will thrive during the new year. Besides this the cocoa crop promises to be more abundant than it has been for the last ten years.

Guayaquil, January 1, 1866.

FRANCE.

CALAIS.

Report by Mr. Consul Hotham on the Trade of Calais for the Year 1865.

SHIPPING.

THE total number of British merchant vessels entering the port of Calais during the year 1865 was much the same as in the previous year. The small diminution in the number of sailing vessels was more than balanced by the increase in mercantile steamers: this increase was due to the new daily merchandise service established on the 1st December, 1865, by the London, Chatham, and Dover Railway Company, between Dover and Calais. This new service is now (May, 1866) increasing to a considerable extent.

TRADE.

The general trade at this port may be said to be steadily increasing; this, however, does not apply to the lace trade in the adjoining town of St. Pierre-lès-Calais. The stagnation which periodically affects this, as indeed most other trades, began considerably earlier than usual in 1864, continued throughout 1865, and appears still likely to continue. The disastrous complication of affairs in Germany and Italy can, of course, only tend to make matters worse.

IMPORTS.

Wool.—The large increase in the import of wool was due to the prevailing high prices of cotton.

Baltic Timber.—The trade in Baltic timber continues to increase to a very considerable extent. The total amount imported during the year was valued at about 8,000,000 francs (320,000*l.*) The stock too has never been so great as at present, amounting to more than 3,500,000 francs, and representing about 35,500 tons. Four houses in Calais are largely engaged in this business, dividing between them a total of 67,648 tons imported during the past year, viz. :—

					Tons.
From Sweden ..	..	..	..	..	38,652
Norway ..	..	..	..	..	24,011
Russia ..	..	..	..	..	3,391
Prussia ..	..	..	..	..	1,594
Total ..	..	..	..	..	67,648

298 vessels were engaged in this trade, viz. :—

					Vessels.
Norwegian ..	..	..	..	..	188
French ..	..	..	..	..	75
Swedish ..	..	..	..	..	22
Russian ..	..	..	..	..	6
Prussian ..	..	..	..	..	6
Danish ..	..	..	..	..	1
Total ..	..	..	..	..	298

French shipowners have suffered considerably by the new treaty between France and Sweden and Norway. The Norwegians have doubled their fleet of vessels (as regards tonnage) for the coming season, and have purchased vessels of 900 to 1,000 tons, at Bremen, Libau, &c., which are specially destined for the Baltic timber trade with the principal ports of France. Up to the present time no diminution has taken place in freights; but, owing to the competition which is now commencing, a

reduction will be made which will render it quite impossible for French shipowners to compete with their Northern rivals.

Iron.—A very large increase will also be observed in the import of iron, partly owing to a merchant at Marquise having received much of his iron by way of Calais instead of Boulogne as usual ; the reduction of the duty has also had its effect.

Bullion.—There has also been a great increase in the import of bullion, most of which has hitherto been sent by Boulogne.

Coal.—The similarity in the quantity of coal imported at this port during the last three years is sufficiently striking, viz. :—

	French Tons.			
In 1863	..	..	..	18,861
1864	..	..	..	18,868
1865	..	..	..	18,974

Machinery.—The great decrease in machinery was entirely caused by the continued depression in the lace trade at St. Pierre-lès-Calais.

EXPORTS.

Eggs and Poultry.—The great increase in the export of eggs and poultry was owing to a merchant in the neighbourhood having set up a branch establishment in London.

Wine.—The increase in wine was chiefly caused by the reduction in freights to London : out of the 844,948 litres exported, 787,720 were champagne.

Pottery and Porcelain.—The increase in pottery and porcelain was owing to the new merchandise service of the London, Chatham, and Dover Railway, already alluded to, by which means 28,304 kilogrammes of porcelain, &c., from Paris, were exported in the month of December alone. The average value of the pottery was about 30 cents per kilogramme, of common porcelain 3 francs per kilogramme, and of fine porcelain 7 francs.

Woollen Goods.—In woollen goods, haberdashery, and toys, the increase is again attributable to the same cause ; 30,663 kilogrammes of merinos having been exported during the past month of December.

A fact is worthy of mention regarding the pipe manufactory of "Fiolet" at St. Omer, viz., that the clay used in the manufacture of these pipes is imported exclusively from England.

Fruit.—The export of fruit from this port during the past year was absolutely "nil." This was caused by the failure of the apple crop ; in addition to which the favourable rate of freights *vid* Dieppe and Havre, as alluded to in my Report for 1864, has completely destroyed the fruit trade at this port.

Cattle.—The export of cattle is small, the number being during the past year as follows :—

				Number.	Average Price per Head.
					Francs.
Pigs ..	..	..	..	3,899	30
Sheep ..	..	..	..	2,365	17
Cows ..	..	..	..	56	110
Oxen ..	..	..	..		200

No cows or oxen were exported in 1864, and only 150 sheep : against this, however, the number of pigs exported in 1864 was just double the number exported in 1865.

The following is the rate of freights between Calais and the under-mentioned ports :—

Articles.	Ports.										
	London.	Middlesboro.	Grangemouth.	Ardrossan.	Sunderland.	Newcastle.	Blyth.	Gotteburg.	Frederikshald.	Sammesund.	Skien.
	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.
Wool, from Great Britain	21 25	..	..	..	..	..	..	..	..	..	..
Wool (Colonial) ..	11 85	..	..	..	..	..	..	..	..	..	..
Machinery ..	25 25	..	..	..	..	..	..	..	..	..	..
Cotton Wool ..	17 50	..	..	..	..	..	..	..	..	..	..
Oil ..	11 25	..	..	..	..	..	..	..	..	..	..
Cereals ..	10 00	..	..	..	..	..	..	..	..	..	..
Goods, paying by the } cubic mètre ..	20 00	..	..	..	..	..	..	..	..	..	..
Iron ..	..	12 00	13 00	..	..	..	..	..	..	..	..
Coal ..	..	..	..	..	10 50	10 75	11 00	..	..	..	..
Timber and Wood Planks	..	..	..	..	..	..	..	17 00	16 00	14 00	16 50

FISHERY.

The fishery at this port during the past year was about the same as in 1864, viz., 2,265,000 kilogrammes in 1865 (of which 1,840,000 kilogrammes were forwarded to Paris and the interior), against 2,199,439 kilogrammes in 1864 (of which 1,984,582 kilogrammes were sent to Paris). The herring fishery on the French coast, not included in the above, was less productive, however, than in 1864, viz. :—

	Quantity.	Value.
	Kilos.	Francs.
1864-65	202,900	62,309
1865-66	158,320	41,770

The Calais fishermen, as I observed in my Report last year, take no part in the Scotch fishery. The following Table shows the number of boats from the northern coast of France engaged in this trade off the coast of Scotland.

District.	Port.	Vessels.	Tonnage.	Crews.
Dunkirk ..	Dunkirk	1	37	10
	Gravelines	5	180	51
	Boulogne	96	4,078	1,712
Le Havre ..	Dieppe	16	1,003	358
	St. Valery en Caux ..	12	816	300
	Fécamp	32	2,098	799
Cherbourg	Courseulles	10	370	165
Total		172	8,582	3,395

The value of herrings was less than in previous years; this was probably owing to the great heat in September, 1865, and also to the fear of cholera. It is said that sales were affected owing to some inferior quality of this fish having been offered in the markets, and which had been taken in deep water; this, however, is improbable from the fact that the herrings taken by the Dutch fishermen at some distance from any land are of known excellence, and the reduced value, therefore, was more probably attributable to the causes I have mentioned.

The following was the average price of herrings :—

	Frs.	c.	
Herrings in Barrel	35	00	the 100 Kilogrammes.
„ Unpacked	21	35	„ „

It appears that English fishing boats have a smaller crew than the French of equal tonnage, in the proportion of 2 to 3.

The fishing boats of Boulogne, Calais, and Dunkirk continue to sell a considerable quantity of fish in the port of Ostend. 312 boats from the above-named French ports took part in this trade during the past year, the whole number of the Belgians being only 159. From the 1st of January to the 24th of February, 1866, 65 French fishing boats had already entered the port of Ostend.

PASSENGER TRAFFIC.

The returns of the passenger traffic for 1865 show a great increase over that of 1864, viz., 133,562 passengers in 1865, against 119,762 in 1864.

The following is a statement of the number of passengers who passed through this port during the last twenty years.

Year.			Passengers.	Year.			Passengers.
1846	..	..	18,405	1856	..	..	84,516
1847	..	..	16,208	1857	..	..	78,860
1848	..	..	17,011	1858	..	..	68,350
1849	..	..	35,244	1859	..	..	68,853
1850	..	..	53,899	1860	..	..	75,922
1851	..	..	94,881	1861	..	..	74,402
1852	..	..	56,466	1862	..	..	131,065
1853	..	..	65,597	1863	..	..	123,053
1854	..	..	64,385	1864	..	..	119,762
1855	..	..	80,432	1865	..	..	133,562

The passenger traffic in 1865 at the principal ports was as follows :—

	Passengers.		
Boulogne	..	..	136,104
Calais	..	..	133,562
Dieppe..	..	..	47,463
Ostend..	..	..	20,087
Havre ..	..	..	17,610
Dunkirk	..	..	2,167
Total	..	..	356,993

Of this total, therefore, Boulogne and Calais together absorbed 75 per cent.

The proposed plan of bringing the mail trains on to the tidal quay at this port, alluded to in my Report last year, has not yet, I regret to say, been carried out, the delay is only attributable to the indifference of the Northern of France Railway Company. Representations have been frequently made in the proper quarter, but until very recently no real move has been made in the matter. I have every reason to believe, however, that this great improvement is at last in a fair way of being realised ; and not only this, but a project for deepening the entrance to the harbour is also on foot, by which a vastly superior class of packets will be employed. It is but right to add, that this would be carried out by English enterprise, and that the outlay would be well repaid there can be no doubt whatever.

Other plans on a grander scale are also much talked of, to which it might be premature to make any special allusion at present ; certain it is, however, that if the energy and talent of our modern engineers be allowed full scope in the Straits of Dover, England, to all intents and purposes, at no distant date will cease to be separated from the Continent.

Railways.—The railway from Calais to Boulogne is at last partly open ; the whole distance is expected to be completed in the autumn.

No cattle plague has declared itself in this immediate neighbourhood, and, with the exception of a very few isolated cases near St. Omer and Lille, in September last, this scourge has not visited this department.

Calais, May 19, 1866.

DUNKIRK.

Report by Mr. Consul Pringle on the Trade and Commerce of Dunkirk for the Year 1865.

THE total number of British vessels that have entered this port during the year 1865 amounted to 918, measuring 122,376 tons; there is, therefore, a small decrease of tonnage compared with the preceding year, then 127,860 tons, while the number of vessels was only 744. The general movement of the port presents an increase of 560 vessels, and 114,628 tons, over that of 1864. In that movement 657 steam vessels are now included, being an increase of 277 within the last four years, varying from 250 to 700 tons. As the passenger traffic is very unimportant this augmentation may be considered as entirely due to the increasing development of trade, especially with Great Britain. 614 vessels were towed into the harbour, and it is expected that nearly double that number will avail themselves of the services of the tug-steamers established during the current year. I may here mention that the average rate of tonnage of vessels frequenting this port, which in 1848 only reached 78 tons, now amounts to 126 tons.

Ninety to one hundred vessels, measuring collectively from 20,000 to 40,000 tons, and manned by 600 to 650 seamen, are employed in the minor fisheries.

No material improvement has taken place in the state of the harbour and quays in default of funds to push on the operations projected; the Minister of Public Works not having sanctioned the proposal of the Chamber of Commerce relative to a loan of 160,000*l.*, as mentioned in my last Report. I understand the Chamber is again occupied with this question so vital to the interests of the port, and it is hoped that some arrangement may be found which will be accepted by the Government.

Trade and Commerce.—The custom-dues have again experienced a decrease, principally upon the entrance of lead, woollen tissues, and machinery. The reduction of the duty upon guano of 50 per cent., in foreign vessels, dating from 15th January, 1865, alone caused a diminution of 5,750*l.* during the first six months of that year. On the other hand, the receipts have increased upon raw sugar, and especially iron, which continues to form one of the most important elements in the trade between Great Britain and Dunkirk. The deficit exhibited in the export duties, which during the first six months of 1865 amounted to 2,230*l.*, is sufficiently accounted for by the abolition of these dues, except in the case of rags for paper.

Iceland Cod Fishery.—The results of this fishery become less satisfactory every year, and the number of vessels employed in it is diminishing, there was a falling off of 15 vessels last year and 306 seamen. It would appear that this branch of industry, so long the staple of Dunkirk, and the favourite occupation of its maritime population, is falling into neglect, and that the enterprise of the present day is turning more and more to manufacture. The erection of several new spinning establishments affords plenty of employment and a better return upon capital laid out.

Cereals.—61,344 tons were exported during the past year from this port, of which 18,269 tons were of wheat, and 38,054 tons of flour. The whole amount brought in was 16,680 tons, of which barley formed the chief feature.

Coal.—The Navy Department exported from Dunkirk for the arsenals and fleet 33,750 tons of French coal from the Departments of the “Nord”

and "Pas de Calais," and 30,990 tons of English coal were imported for the use of the gas companies in Paris. The trade in coal is continuing to progress.

The following constitute the principal cargoes brought by British vessels: 108 of jute, 77 of coal, 56 oil seeds, 329 general cargo, 128 of iron, 29 pitch, 23 oysters, 12 of flax, 3 of guano, 7 of wool, 2 of sugar, 3 of skins; the remainder consisted of bricks, slates, glass, flour, molasses, petroleum, and wood. The principal cargoes outwards were 382 general cargo, 48 sugar, 95 flour, 26 fruit, 20 potatoes, 50 wheat, 14 oil cakes, 2 rags.

General Magazine.—On the 1st January, 1865, there remained in deposit merchandise of the value of 8,583*l.* 10*s.* 4*d.* The loans effected during the year upon jute, leather, and various oil seeds, valued at 18,426*l.*, amounted to 12,775*l.* 10*s.*, and there remained on the 1st January, 1866, only deposits of oil seeds to the declared value of 2,643*l.*

The following Table gives a comparative view of the principal imports and exports between Great Britain and this port during the years 1859 and 1865.

Imports.

Articles.	1859.	1865.
	Cwt.	Cwt.
Lead	2,245	18,642
Soda in Crystals	..	46,886
Soda	94	31,710
Litharge	797	1,075
Lamp Black	1,717	2,020
Linen Yarn	4,523	4,203
Woollen Yarn	..	654
Linens	1,983	648
Machinery	27,147	37,209
Tools	842	3,120
Manufactured Iron	..	95,818
Iron Tubes	4,963	10,980
India Rubber Goods	228	573
Skins, Undressed	1,158	2,538
Wool, in Mass	15,993	99,718
„ Carded	97	1,568
Spun Silk	148	87
Tallow	981	13,276
Grease (Fish)	809	1,807
Wheat	5,231	5,696
Raisins	6,531	4,683
Oil Seeds	286,406	124,482
Coffee	156	670
Tar	500	1,651
Palm Oil	1,605	5,797
Seed Oil	75,607	..
Peruvian Bark	..	1,838
Boxwood	1,272	3,266
Logwood	583	5,467
Hemp	1,969	1,847
Flax	38,619	24,314
Cotton Wool	1,048	26,924
Jute	3,813	139,295
Rags	..	6,797
Coal Tar	..	111,557
Coal	584,043	932,900
Pig Iron	114,340	990,686
Steel	2,041	7,065
Copper	2,371	12,095
Woollen Stuffs value £	..	27,465

Exports.

Articles.		1859.	1865.
		Cwt.	Cwt.
Wool, in Masses	.. ..	1,557	2,256
Wheat	.. ..	715,530	302,525
Flour	.. ..	569,391	626,961
Potatoes.	.. ..	98,742	26,078
Dried Vegetables	.. ..	9,213	18,686
Raw Sugar (Native)	.. ..	130,511	460,341
Vegetable Oils	.. ..	40,938	22,580
Dressed Flax	.. ..	19,185	12,006
Oil Cakes	.. ..	25,090	52,353
Rags	.. ..	..	26,125
Starch	.. ..	495	13,555
Copper	.. ..	..	2,030
Refined Sugar	.. ..	..	4,421
Wines	 galls.	122,136	206,477
Brandies	 "	2,815	6,533
Porcelain	.. ..	765	139
Bottles	 No.	8,826	19,398
Linen Yarn	.. ..	..	10,135
Jute Yarn	.. ..	..	15,568
Cotton Wool	.. ..	964	1,011
Fine Mercery	.. ..	770	1,789
Furniture	 value £	1,005	1,979
Mirrors	 "	..	60,556

The following details having now been published by the Chamber of Commerce concerning the trade of 1864 I include them in my present Report.

SUMMARY OF TRADE FOR 1864.

Imports.

			Tons.
From Foreign Countries	.. ..	289,416	
From other Bonded Warehouses	.. ..	800,190	
Coasting Trade	.. ..	76,498	
Transit..	.. ..	12,848	
Cod Fishery	{ Fish	4,199	
	{ Oil	375	
Produce of minor Fisheries	.. ..	551	
Total	.. ..	1,184,077	

Exports.

To Foreign Countries..	.. ..	100,680
To other Bonded Warehouses	.. ..	906,690
Coasting Trade	.. ..	90,655
With Premium	.. ..	95
Transit..	.. ..	3,358
Re-exportation from Bond	.. ..	3,821
Total	.. ..	1,105,299

The total weight of merchandise transported from one French port to another during 1864 amounted to 2,312,411 tons, against 2,273,810 tons in 1863; of the former amount Dunkirk having contributed 99,656 tons instead of 106,246 tons, as in the previous year, it has descended to the sixth rank in importance. On the other hand, as a port of destination it has become the sixth instead of the eighth.

Agriculture.—The various crops produced in this district during the

year 1865 were below the average in quantity, and generally of inferior quality; wheat, oats, and barley were all in this condition, flax almost a total failure, and fruit, especially apples, of which large quantities are generally exported to England, an unremunerative crop also.

Prospects for the Harvest of 1866.—The cereal crops promise well, and if warm rain should now fall the harvest will probably be good. Pasture lands and flax, however, are very backward, and fears are entertained that the latter may again be a bad crop; the dry, cold winds that have prevailed during the last few weeks have been very detrimental. The want of hands to cut down the corn at once, when ready, is a great evil, and, as high winds are general in this climate, much loss must accrue to the farmer. Considerable improvement is taking place in the cultivation of land in this district; the fields are better worked and an increased amount of manuring practised, the agricultural implements are also better, and the Société de Bourbourg have applied for the following measures to favour the development of the resources of the country: 1st. The improvement of the roads in the district, so as to facilitate the transport of produce. 2ndly. The entrance, free of duty, of all grains, manures, and other substances that can be regarded as raw material to be applied to agricultural purposes. 3rdly. A further reduction upon the entrance of agricultural machines and implements.

It is worthy of notice that not one instance of cattle disease has occurred in this arrondissement; the precautions adopted of stopping all movement of cattle, and the strict vigilance maintained by the local authorities having been completely successful, although so near the frontiers of Belgium. The pork disease, which appeared at Lille, seems also to have made no further progress, and the supervision exercised at all the octrois prevented any diseased meat from being brought to sale, each being provided with microscopes and a close inspection enjoined.

Industries.—Three new spinning factories have been opened during the year, one for hemp and the other two for cotton, each with a capital of 20,000*l.*

Railways.—The favourable anticipations expressed in my last Report concerning the railways in progress between this port and the frontier town of Furness have, I regret to say, proved illusory; for the last ten months the works have been entirely stopped for want of funds, two contractors having failed, and I see no prospect at present of its being brought to a successful issue. Notwithstanding this disaster there is a project of making a line between Dunkirk and Calais, which would, of course, be important in a strategical as well as commercial point of view. Whether this may meet with the same opposition from the existing railway interest in the North of France as the short line to Furness has done remains to be seen; but as it would not so much affect the traffic with Belgium it may, perhaps, have better success.

Dunkirk, May 29, 1866.

TONNAY-CHARENTE.

Report by Mr. Consul Vereker on the Trade of the Port of Tonnay-Charente for the Year 1865.

SHIPPING AND NAVIGATION.

THE foreign trade has been almost exclusively conducted by British vessels during the past year, the vessels employed inwards and outwards having been as follows :—

Nationality.					ENTERED.			
					Number of Vessels.	Tonnage.	Number of Crews.	Values of Cargoes.
British	..	..	..	..	104	26,762	1,439	£ 44,479
French	..	..	..	..	1	273	15	165
Norwegian	..	..	..	..	1	285	14	..
Total	..	..	..	..	106	27,320	1,468	44,644
					CLEARED.			
British	..	..	..	..	101	26,285	1,405	1,215,058
French	..	..	..	..	15	3,693	160	165,420
Total	..	..	..	..	116	29,978	1,565	1,380,478

The coasting trade has been conducted exclusively by French vessels, as follows :—

					Number of Vessels.	Tonnage.	Number of Crews.
Entered	..	..	..	..	1,497	68,990	5,730
Cleared	..	..	..	..	1,476	66,412	5,582

In the trade with the United Kingdom screw steamers of a good class are gradually superseding sailing vessels, from the accuracy and rapidity with which they can accomplish the voyage, and from the larger cargoes they convey, and the excellent state in which they are usually delivered.

The employment of shipping, both in the trade to the United Kingdom and generally in the inwards trade, appears to be in an active and satisfactory state ; but an observation in regard to the export trade to the British North American and Australian Colonies may not be out of place here ; amid the British vessels employed in the export trade there appears to have been :—

Destination.	Vessels.	Tons.	Crews.
To Canada ..	2	597	19
To Nova Scotia ..	1	287	10
Total ..	3	884	29

All carrying average cargoes. There were, however, no British vessels laden for Australia. On the other hand, out of fifteen French vessels engaged in the foreign export trade there were sent to Australia seven vessels, of 2,640 tons; these vessels conveying 4,271 puncheons of brandy, and averaging about 377 tons each. There were also two French vessels to Hamburg and one to the United States, the remainder being bound to the United Kingdom. It will be seen, by the large number of British vessels employed, that the British shipmasters have almost acquired a monopoly in the carriage of the direct trade to the United Kingdom, and it seems worth consideration whether they might not undertake this trade to Australia, which is of some importance and susceptible of augmentation. It may also be remarked that the direct trade from this to the North American Colonies does not nearly represent the consumption of those colonies, and, in so far as those colonies are concerned, it may be a question whether it would not be more beneficial for them that the exportation should reach them directly from this instead of, as at present, through England.

TRADE AND COMMERCE.

Imports.—The imports during the past year consisted almost wholly of coals from the United Kingdom, amounting to 31,097 tons, under the various denominations of gas coal, used for lighting Rochefort and other towns; steam coal, used for the manufactories at Cognac, Angoulême, and other localities in the interior; forge coal or slack; ordinary house coal and coke. 1,130 tons of pig iron were also imported, and miscellaneous articles of little value, which are specified in the returns. The total value of foreign imports is only estimated at 44,644*l.*, a sum which must be considered as remarkably trifling when compared with the great value of the goods exported from hence to the United Kingdom. I say United Kingdom, for practically the trade of this port, both import and export (excluding the coasting and inland trade), may be considered a trade with Great Britain, the influence of other nations therein being scarcely perceptible.

It is remarkable that there should be no direct importation of British manufactured goods to this district, nor do there appear to be any establishment formed to promote the introduction of such manufactures, as the merchants and others engaged in the British trade devote themselves to the export business. The confirmed and somewhat pristine habits of the peasantry do not encourage a demand for British goods; but yet, when the inferior quality of articles in common use, and of the dress of the lower orders, and the inefficiency of agricultural implements is considered, in connection with their prices; which are as high as those of articles of a superior kind in England, there seems to be at least a legitimate opening for an attempt to introduce directly, but with discretion, British manufactured goods.

Exports.—The port of Tonnay-Charente is the principal port for the shipment of the brandies, the produce of the districts of Cognac, Jarnac, and what is called the champagne country, on the River Charente; and in fact the export of this article is so important as almost exclusively to occupy the attention of shippers. The following is the amount computed to have been exported in the last year: 57,318 puncheons (28,654,000 litres), of the value of 33,796,150 francs (1,351,846*l.* sterling.)

The extraordinary augmentation and activity of this trade will be made apparent by the following figures, the accuracy of which may be relied on.

BRANDY EXPORTED.

Years ended 31st December.				Quantity.	
				Litres.	Gallons.
1860	..	..	..	11,572,330	= 2,545,906
1861	..	..	..	11,318,532	2,490,070
1862	..	..	..	13,127,700	2,888,094
1863	..	..	..	13,128,945	3,988,358
1864	..	..	..	27,008,420	5,941,848
1865	..	..	..	23,654,000	6,303,880

The exports generally are shown in the following Tables.

EXPORTS IN 1865.

Articles.				Quantity.	Value.
					£
Brandy	..	..	galls.	6,303,880	1,351,846
Cut Stone	..	..	tons	605	968
Glass Bottles..	..	..	"	2,617	20,933
Grain ..	..	..	"	50	1,301
Miscellaneous..	..	..	"	50	960
Potatoes	..	..	"	61	173
Sardines	..	..	"	57	376
Vinegar	..	..	galls.	31,944	662
Wine ..	..	..	"	70,268	1,914
Wheat ..	..	..	tons	152	1,342

100 litres = 22 gallons Imperial; 1,000 kilogrammes = 1 ton, maritime weight.

It is to be noted that these Tables do not include the trade of Rochefort, a port lower down on the River Charente; the exports from that place are small, foreign vessels visiting Rochefort usually either coming to Tonnay-Charente to load or leaving in ballast. The foreign imports into Rochefort consist principally of coals from England and planks from Sweden and Norway, the latter being usually conveyed in Norwegian vessels.

AGRICULTURE.

The employment of the land in this Consular district varies considerably, according to the locality and the nature of the soil; the northern parts, consisting partly of deep alluvial plains, are devoted principally to the cultivation of wheat and other corn crops, beans, &c.; this land is mostly very fertile, and will bear a succession of crops without manure and with but very little preparation; the southern districts are chiefly occupied by vineyards for the production of brandy, the wine produced being of inferior quality, and used mainly for home consumption; the midland parts are variously occupied, wheat being a principal crop; the poorer low grounds are reserved for meadows and grazing; vines again are the chief feature in the islands and lands along the coast, but in those localities the produce gives inferior brandy, though vinegar of superior quality.

The favourite port for the shipment of corn is Marans, at the embouchure of the River Sevrès, the valley of that river being particularly rich in agricultural produce. It is to be regretted that efficient steps are not taken to deepen the River Sevrès to Marans, as the port is nearly choked with soft mud, capable of being easily removed.

PUBLIC WORKS.

Charente Railway.—A railway is now in course of active construction

to connect Rochefort and La Rochelle with the line from Paris to Bordeaux at Angoulême, passing by Tonnay-Charente, Saintes, Cognac, Jarnac, and Angoulême ; it is expected that the section from Rochefort to Cognac will be opened for traffic in the autumn of 1866. This railway will unquestionably be beneficial to the country and promote commercial intercourse, it may also have an effect in altering the former channels of trade.

GENERAL REMARKS.

At the commencement of the year 1865 the stock of brandies had been reduced by the unusually large shipments of the previous year, and holders were very firm. As the year advanced the indications of the growing crop were so favourable that most of the brandies of late growths were exported in anticipation of lower prices, and towards the close of the year there were but unimportant quantities of such spirits in hand. The expectations which were formed of an unprecedentedly large produce in 1865 have been fully realized, and, in fact, the arrangements made for its collection and preservation were inadequate, the difficulty being augmented by the scarcity of labour. There appears, however, no reason to doubt that the produce of 1865 will be unusually large and of good quality, though the quality has been surpassed in former years, and it seems probable that, although the exportation of brandy from this port in 1865 was unprecedentedly large, it will be exceeded by the exportations in 1866.

These observations will show that the trade of this port, in so far as its augmentation and activity is concerned, is in a satisfactory state, though it may be a subject of regret that the imports do not more nearly counter-balance the exports.

The British trade has conferred much wealth on this district, and there are few persons in the mercantile and farming classes connected with the brandy producing localities who are not in affluent circumstances.

Tonnay-Charente, May 31, 1866.



NETHERLANDS.

AMSTERDAM.

Report by Mr. Consul Newnham on the Trade and Navigation of the Netherlands during the Year 1865.

Two important events, one of general, the other of special interest, happened during the past year. In the first place, the civil war in the United States of North America was brought to an end; and in the second, the works tending to establish a shorter and more direct communication with this port and the North Sea were commenced. Thus the hope that was universally expressed for a decided step to be taken in this important matter was realized, a Commission being appointed and the work begun. It is certain that business felt the effects of the first of these events very much; and though in the early part of the year trade and navigation were rather languid, yet they rallied considerably towards its close. Demands began to be brisk and business active, and at times important, and that notwithstanding the high rate of discount. With regard to the second event, it is earnestly hoped that the undertaking will succeed, when it undoubtedly will most materially add to the prosperity of Amsterdam.

SHIPPING AND NAVIGATION.

The following is a comparative statement of the arrivals and departures of Netherlands and foreign vessels at Amsterdam during the years 1861, 1862, 1863, 1864, and 1865:—

Nationality.	ARRIVALS.									
	1861.		1862.		1863.		1864.		1865.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Netherlands ...	1,036	226,861	840	202,282	831	180,628	943	219,593	830	194,38
Foreign ...	1,037	212,163	885	209,115	857	182,256	732	165,116	839	212,651
Total ...	2,073	439,024	1,725	411,397	1,688	362,884	1,675	384,709	1,669	407,319
Nationality.	DEPARTURES.									
	1861.		1862.		1863.		1864.		1865.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Netherlands ...	1,090	228,712	952	217,745	914	206,177	953	220,103	879	204,914
Foreign ...	1,057	208,772	960	221,087	909	183,336	764	167,182	885	217,158
Total ...	2,147	437,484	1,912	438,832	1,823	389,513	1,717	387,285	1,764	422,072

COMPARATIVE STATEMENT of the Arrival and Departures of Netherlands and Foreign Vessels at Amsterdam during the Years 1864 and 1865, distinguishing Sailing Vessels from Steamers.

Nationality.	ARRIVALS.							
	Sailing Vessels.				Steamers.			
	1864.		1865.		1864.		1865.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	770	162,185	654	136,461	173	57,408	176	58,207
Foreign ..	612	122,025	708	167,789	120	43,091	131	44,862
Total ..	1,382	284,210	1,362	304,250	293	100,499	307	103,069
	DEPARTURES.							
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	787	165,379	704	147,443	166	54,724	175	57,471
Foreign ..	646	124,721	756	173,603	118	42,461	129	43,555
Total ..	1,433	290,100	1,460	321,046	284	97,185	304	101,026

The above statements show that, compared with 1864, there was in the bygone year a falling off of 6 in the number of vessels that entered, but an increase of 22,610 in the aggregate tonnage, and that to this increase sailing vessels have chiefly contributed; for although there arrived 20 less, their tonnage amounted to 20,040 more than in 1864; and though there was an increase of 14 in the arrivals of steamers, the increase of their tonnage was only 2,570.

There was a remarkable decline in the number and tonnage of Netherlands vessels, and a corresponding increase in the number of foreign vessels (upwards of 100); but the increase in the tonnage, in consequence of this decline on the one hand and increase on the other, was considerable.

On comparing the total number of departures in 1865 with that of the preceding year 1864, an increase of 47 vessels, with a tonnage of 34,787, is to be noticed. Of these 27 were sailing vessels, and 20 steamers; and here again the increase in tonnage was contributed mainly by sailing vessels.

There was a decrease of 74 in the departures of Dutch, and an increase of 121 in the departures of foreign vessels, with an average tonnage of 205 and 413 per vessel respectively. The proportions therefore are still more unfavourable with respect to Dutch vessels than in the arrivals. Various causes brought about this state of affairs, which would be rather difficult to explain satisfactorily.

There was in general a decrease in the arrivals from British India, Java, North America, Cuba, Surinam, Hamburgh, Bremen, and Prussia; but an increase from Austria, the Danubian Principalities, Belgium, Great Britain, France, Sweden, Norway, and Russia.

In the departures there was a decline to Java, Sardinia, Austria, Hanover, Hamburgh, Prussia, and the Baltic; but an increase to Cuba, Buenos Ayres, Chili, Great Britain, France, Norway, Russia, and Denmark.

At the close of the past year the number of vessels belonging to the port of Amsterdam amounted to 304, their aggregate tonnage being 117,273. During the year 20 vessels, with a tonnage of 5,404, were lost; and 5, with a tonnage of 2,341, were sold to foreigners.

On the other hand, 1 foreign vessel of 100 tons was purchased by Dutch shipowners; 14 vessels, with a tonnage of 6,658, were launched; and 4 steamers, whose tonnage came up to 2,540, formerly of the port of Rotterdam, became the property of the Royal Netherlands Steamboat Company at Amsterdam. A total loss therefore of 25 vessels, and an increase of 19; the latter being, however, of a larger size, there was an increase in the aggregate tonnage of 1,553.

The Netherlands Trading Company chartered 128 vessels, with a tonnage of 41,583, from Java to this country, of which 70, whose tonnage amounted to 21,248, were bound to Amsterdam. The freight paid by the said Company in 1865 was about 561,814*l.* sterling.

TRADE AND COMMERCE.

The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1865.

Coffee.—As in the past year, the business that was done in coffee was about the same, being nearly all confined to the sales of the Netherlands Trading Company.

The quantities sold, and the prices that were given for good ordinary Java coffee, were as follows :—

	Quantities.	Price per
		half Kilo.*
	Bags.	Cents.
In February	87,200	45½
March	86,500	45
April	83,300	44
May	85,200	44½
June	84,200	45½
August	85,400	45
September	87,000	44½
October	126,000	44½
November	122,000	45½

The highest prices were paid during the months of March, June, and November, without, however, creating any unusual animation. Beyond the Company's sales, transactions were limited to imports, of some amount, by private merchants, which were quickly got rid of, and attracted the attention of purchasers as much on account of the quality as the quantity.

The cargoes from the West Indies, chiefly Santos, were taken off from time to time, excepting a few lots that remained on hand at the close of the year.

From Surinam but little came to this port.

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin or guilder) to 1*s.* 8*d.* sterling. A kilo, or Netherlands pound, is equivalent to 2 lbs. 3 oz. avoirdupois.

COMPARATIVE STATEMENT of the Imports of Coffee during the last five Years.

	1861.		1862.		1863.		1864.		1865.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
By the Netherlands Trading Company ..	898,627	..	921,195	..	773,583	..	974,786	..	638,539	..
{ East Indies	130,554	..	211,737	..	230,219	..	227,783	1,007	245,552	1,238
By Private Merchants .. { West Indies	55,488	317	57,747	204	25,842	679	15,686	216	38,066	329
Total	1,084,669	317	1,190,679	204	1,029,644	679	1,218,255	1,223	952,157	1,567

COMPARATIVE STATEMENT of the Stock on hand on the 31st of December of the last five Years.

	1861.		1862.		1863.		1864.		1865.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
Netherlands Trading Company ..	257,631	..	257,630	..	204,054	..	343,091	..	128,801	..
On Warrants ..	71,370	..	121,494	..	151,781	..	96,768	..	87,212	..
{ East Indies	20,000	..	21,500	..	24,500	..	24,500	90	13,750	260
Private Merchants .. { West Indies	4,600	..	10,000	..	8,000	..	650	..	22,000	..
Total	353,601	..	410,624	..	388,335	..	464,009	90	251,763	260

Tea.—That which was done in China tea was entirely limited to the wants of the day. One cargo imported direct was put up for sale. In short, the market was again governed by that of London, which supplied what was needed, and consequently fettered all local trade.

The spring sale of Java tea was a large one, and fetched very low prices—a circumstance which surprised foreign merchants, and above all the English, who purchased largely at an advanced figure.

The following is a comparative statement of the imports of tea during the last five years.

		1861.	1862.	1863.	1864.	1865.
China Tea	.. $\frac{1}{4}$ chests	25,987	23,400	21,680	18,052	15,877
Java	.. ..	27,778	26,039	22,336	27,321	28,364
Japan	.. ..	138	110	153	29	18
Assam	.. ..	..	..	38	..	..
Total	..	53,903	49,549	44,207	45,402	44,259

Sugar.—In casting a glance over the Tables below it will be perceived that the imports of sugar exceeded those of the bygone year by more than 7,000,000 kilos, especially in consequence of the large quantities from Java. On the other hand, the importations from foreign colonies were less than in 1864.

The amount of sugar exported was greater than that of the past year by nearly 10,000,000 kilos. To Germany was sent 11,000,000 kilos, whilst in 1864 there was exported but 10,000,000; Belgium received 8,500,000 kilos, whereas in 1864 only 1,500,000 were despatched; and to Sweden and Russia there were transmitted 3,000,000 and 800,000 kilos respectively.

The exports of refined sugar were above those of 1864 by about 4,000,000 kilos, notwithstanding a slight decrease in the export of loaf sugar to England. An increase is observable of 1,500,000 kilos to South America, of 750,000 to Russia and Sweden, and of 1,250,000 to the Baltic.

In the commencement of the year the market was dull, and opened with a nominal fall of $2\frac{1}{2}$ florins per 100 kilos below the November prices of 1864—a fall which rapidly increased up to the middle of April, viz., from $7\frac{1}{2}$ to $8\frac{1}{2}$ florins below the prices of November, the result of a great decrease in consumption in North America, of a considerable increase in the stock on hand in various ports in Europe, and of a general depression in business. The March sale went off at from $5\frac{1}{2}$ to $7\frac{1}{2}$ florins under the prices had in November. Towards the middle of April they got steadier, being influenced by a somewhat brisk demand for refined sugar, and the termination of the civil war in the United States, which caused again a fresh rise. At the May sale there was a rise of from 75 cents to $1\frac{1}{2}$ florin above the March one. A reaction was nevertheless soon apparent through the small demand for export; and the extensive importations and stock on hand in Europe, even up to August, kept the market, with but little exception, very stagnant. The July sale passed off at 1 florin under the May prices for brown and light brown, and at 75 cents for white sugars. The more encouraging account of the beetroot crop, and considerable arrivals from Java, caused a fresh fall in the market, namely, of from $1\frac{1}{2}$ to 2 florins, compared with July, the lowest price during the whole year, and at the same time the lowest figure since the spring of 1855. Near the end of August things got better, through an active demand from Sweden, Belgium, and Russia, and the steadiness of the London market;

and the September sale therefore passed off at $1\frac{3}{4}$ florin above that of July. On the 11th of August the new sugar-duty, with its system of classification, came into force, and its influence was felt very forcibly at the September sale, since which period the market gradually rose, in consequence of large exportations of Havana sugar for the United States, where the consumption increased afresh, and by the decreased imports into England, added to larger deliveries for consumption—circumstances which created a sensible decrease in the bonded warehouses in England. It is remarkable that brown sugars brought high prices for Belgium and Hamburg. The November sale passed, for brown and light brown, at $2\frac{1}{2}$, and for white sugars at 2 florins above the September one; and towards the end of the year several cargoes of fresh sugar were sold at from 25 to 50 cents above the November sale, as much in the way of speculation as for sugar refiners.

COMPARATIVE STATEMENT of the Imports of Raw, and the Exports of Raw and Refined Sugar, during the last five Years.

	1861.	1862.	1863.	1864.	1865.
	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.
Imports, Raw ..	117,100,000	108,200,000	119,600,000	108,100,000	115,300,000
Exports, Raw ..	19,658,000	42,835,000	32,473,000	17,980,000	27,580,000
„ Refined	63,646,974	64,525,600	65,221,100	71,127,000	74,913,800

COMPARATIVE STATEMENT of the Qualities and Quantities of Refined Sugar Exported during the last five Years.

Qualities.	1861.	1862.	1863.	1864.	1865.
	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.	Neth. Lbs.
Melis and Lumps ..	62,799,155	63,243,400	63,405,900	69,805,000	72,986,000
Candy	826,868	1,109,500	1,005,200	864,000	1,038,800
Bastard	16,722	49,700	781,000	388,000	501,000
Treacle	4,229	123,000	29,000	70,000	388,000
Total	63,646,974	64,525,600	65,221,100	71,127,000	74,913,800

Tobacco.—The amount of business that was effected in American tobacco was, generally speaking, but insignificant, being nothing more than a steady demand for daily consumption, and this mainly in consequence of the competition of other sorts, particularly that of Java.

The superior kinds of Maryland were in request, and got increased prices; on the other hand the inferior ones went down.

Good Kentucky fetched high prices.

In Java tobacco a great deal was transacted. Wrappers of good quality obtained firm prices, and the stock on hand was deficient, consequently those of an inferior sort, of which the market generally abounds, were sold at low prices. It is currently reported that the coming harvest has suffered from drought.

All that was done in Manilla was merely to meet the requirements of the day.

From Brazil nothing came direct; what was disposed of went low.

From Porto Rico there arrived direct 2,523 packets, of which only the good kinds were sought.

Of Varinas none came to market. Small lots in leaf, imported indirectly, found occasionally buyers.

The harvest of country-grown tobacco was large.

The following is a comparative statement of the imports of various kinds of tobacco during the last five years.

		HOGSHEADS.			PACKAGES.							
		Maryland.	Kentucky.	Virginian.	Java.	Brazilian.	Porto Rico.	Havana.	Cuba.	Seed Leaf.	Columbian.	St. Domingo.
1861...	...	12,266	512	677	38,393	...	2,126	...	...	91	177	...
1862...	...	9,402	30	...	46,858	2,289	1,160	98	...	193	22	...
1863...	...	4,349	1,196	...	57,748	8,196	...	242	118	...	417	630
1864...	...	7,696	241	...	49,112	...	...	983	80	89	...	...
1865...	...	4,903	378	...	61,087	...	2,523	210	...	225	...	...

Rice.—In this article of commerce there was nothing remarkable, through the insignificant quantities that were imported, yet prices were firm. After some time of stagnation in March and April, the demand began to enliven, and rising prices were paid. In May about 10,600 bags from Bassein were sold at $6\frac{3}{4}$ florins per 50 kilos, being an increase of $\frac{3}{4}$ florin compared with the price given in December, 1864.

From May up to even August everything was calm, the demand being limited to clean rice from Bassein and Rangoon; whilst old rice, of which there remained a considerable stock on hand, could hardly find purchasers. In August and September a very brisk demand in ordinary clean rice for London considerably reduced the stock, and caused a continued rise in prices—a rise which amounted to from 1 to $1\frac{1}{2}$ florin. The stock of rough rice was entirely got rid of, and of clean more than 40,000 bags were sold than at the same period of the preceding year.

The following is a comparative statement of the imports of rice during the last five years.

	Carolina.	Neth. E. Indies.		Brit. E. Indies.	Total.		
	Casks.	Bags.	Mats.	Bags.	Casks.	Bags.	Mats.
In 1861 ..	350	74,633	2,780	252,105	350	326,738	2,780
1862 ..	..	35,678	..	154,456	..	190,134	..
1863 ..	..	65,056	..	145,471	..	210,527	..
1864 ..	..	68,142	..	119,760	..	187,902	..
1865 ..	..	8,352	..	..	..	8,352	..

Cotton.—The Netherlands Trading Company sold at its sales 10,418 bales, against 2,940 in 1864, viz., 4,036 of Suratte, 3,074 of Tinnevely, 753 of Netherlands East Indian, and 2,505 of Japan and China cotton.

The following is a statement of the prices, per half kilo, obtained for the several kinds of cotton at the Company's sales.

Dates of Sales.		Fair Dhollerah.	Fair Broach.	Good Middling Comptah.	Fair Tinnevely.	Good Fair Japan	Fair Netherlands East Indian.
		cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.	cts. cts.
May 30	...	...	...	43 to 44	50 to 50	54 to 54	32 to 36
Aug. 11	...	...	...	59 to 60	66 to 67	68 to 69	40 to 45
Oct. 26	...	100 to 103	104 to 107	91 to 91	101 to 103	102 to 104	76 to 80
Dec. 8	...	94 to 95	damaged.	...	91 to 93	100 to 102	...

COMPARATIVE STATEMENT of the Qualities and Quantities of Cotton
Imported during the last five Years.

Qualities.	1861.	1862.	1863.	1864.	1865.
	Bales.	Bales.	Bales.	Bales.	Bales.
North America	18,934	924	..	585	106
Surinam and Nickerie	735	282	298	203	287
Suratte, Bengal, and Tinnevely ..	6,898	479	6,362	10,422	12,066
Netherlands East Indies	78	..	..	601	339
Japan	..	..	..	2,688	551
China	..	..	..	109	537
Miscellaneous	..	..	131	50	214
Total	26,645	7,685	6,791	14,658	14,100

Wool.—The public sale held in the early part of the year by the Netherlands Trading Company went off at steady prices for the fine sorts, and Cape wool of good quality was specially sought after. The news of the cessation of hostilities in the United States of America, instead of creating a rise, as was generally anticipated, brought about a fall in prices, particularly in consequence of the fact that enormous quantities of Australian and Cape wool were sent into the London market, and that the news arrived in Europe just at the shearing time. The sales during May and June in London, comprising 160,000 bales, went off feebly, and at from 6 to 8 per cent. under the prices of March. In every case the market rose slowly, and at a public sale in July prices improved. This concerns Australian wools, those from the Cape and Buenos Ayres, and the fine European kinds. Inferior qualities went down, and it is worthy of remark that country wool showed a fall of from 10 to 12 per cent. compared with 1864. The stock on hand at the close of the year amounted to 630 bales.

COMPARATIVE STATEMENT of the Qualities and Quantities of Wool
Imported during the last five Years.

Qualities.	1861.	1862.	1863.	1864.	1865.
	Bales.	Bales.	Bales.	Bales.	Bales.
Cape	8,829	3,508	3,391	4,634	7,511
Buenos Ayres	2,570	2,131	3,730	2,464	2,724
Russia	310	87	61	114	35
Denmark and Germany	207	187	111	284	181
Bombay and Persia	326	83	387	124	..
Curaçoa	..	20	35	317	106
Port Philip and Sydney	2,112	1,176	420	..	..
Portuguese Elvas	315	..	..	261	..
Mohair	..	11	1	..	..
South America	..	373	..	..	..
Algeria	..	..	152	..	..
Camel hair	..	..	..	36	..
Mogador	..	..	..	..	65
Total	14,739	7,576	8,288	8,234	10,622

Indigo.—In March the demand, which had been languishing, began to enliven, and continued up to the spring sale of the Netherlands Trading Company, which went off briskly; but in consequence of the great quantity put up for auction with a fall (compared with the October one of 1864) of from 10 to 30 cents per half kilo for ordinary qualities. Mid-dling sorts fetched about October prices, and it was only the superior kinds which brought from 10 to 40 cents more. Two sales, for the account of private importers, amounting to 780 cases, produced a similar result, and

only 54 cases were withdrawn; since which period there was a steady business, and at times a very active one, so that at the autumn sales of the Company, which were smaller than the preceding, there was given an advance of 20 cents for ordinary sorts, of 40 cents for middling, and 60 cents for superior compared with the May auction. A public sale of 123 cases on account of other importers had a like success. The steadiness of the London market soon influenced this article, and all that had been lately imported found easily buyers. Towards the end of the year there was even a smart business, and a slight rise of from 5 to 10 cents for fine qualities was the consequence.

Cochineal.—This article was always at a low standard, and it was only towards the end of the year that the market got a little better, and that in consequence of a rise in London. The quantity put up for sale by the Netherlands Trading Company comprised 179 boxes, against 195 sent to auction in 1864.

Resin.—Resin fell nominally from 16 to $7\frac{3}{4}$ florins per 50 kilos; the prices that were paid down were from 8 to $9\frac{1}{2}$ florins.

Turpentine.—Spirits of turpentine also fell heavily; the market opened at 43 florins per 50 kilos, and came down to 27 florins, the result of great imports from France and the close of the American War. There were no importations even up to the end of December from North America.

Metals.—*Tin.* Generally speaking the prices of Banca tin were kept up pretty steadily during the entire year; they opened at from 56 to $57\frac{1}{2}$ florins per 50 kilos, and at the termination of the year prices were about the same, that is to say, from $57\frac{1}{2}$ to 58 florins. The lowest price was got in June, viz., $54\frac{3}{4}$ florins, and the highest in April, viz., $60\frac{1}{2}$ florins. The Netherlands Trading Company's sale, amounting to 169,927 blocks, went off at 56 florins, prices which could not long maintain themselves, the Continent, and more especially England, making but small purchases, since which time a brisker demand for England followed, and created a slight rise.

The imports of Billiton tin surpassed those of the preceding year, and the lots that were in the market easily found buyers at the prices of the day. Prices fluctuated from $53\frac{1}{2}$ to $57\frac{1}{2}$ florins, and the imports were 17,701 blocks against 13,051 in 1864.

Copper.—In this produce there was much stagnation for a considerable time, when all at once there was a good deal of activity through the blockade of the Chilian ports, which brought about an important rise. Copper for coinage was sold at from 56 to 68 florins per 50 kilos, and this last-quoted price was not to be got after the fall of 10*l.* in London. The stock on hand was estimated at 330,000 kilos. The Netherlands Trading Company offered at its November sale about 11,000 kilos from Japan in bars which fetched 54 florins, and likewise about 9,000 kilos in slabs which brought from $54\frac{1}{2}$ to $55\frac{3}{4}$ florins.

In the commencement of the year several lots of Chilian copper were sold. The imports were confined afresh to Drontheim.

Iron and Lead.—Scotch pig-iron was sold at from 4 to 5 florins, and lead at from $10\frac{3}{4}$ to 14 florins per 50 kilos.

Hides.—There were few importations from abroad, excepting, however, some Java ox and buffalo hides.

The Netherlands Trading Company received from Buenos Ayres a cargo of 10,105, which were sold by public auction in September, and went off at steady and even higher prices than at the neighbouring markets.

Java ox hides found during the whole year an easy sale, and prices varied but little. Buffalo hides, less sought after in the fine sorts, were at a very low figure, whilst middling and ordinary ones were easily got rid of at rising prices.

Country hides were in great demand for export, particularly kips. In

consequence of the cattle disease, which caused stringent measures to be taken in adjoining countries as to imports; a considerable fall was the result, which after all did not last long.

Horn.—Some lots of South American and East Indian buffalo horns were sold by tender at firm prices. Country horns were in no great request, and went low.

Hemp.—There was much activity in this produce. During the first half of the year Baltic hemp fell considerably, but afterwards the markets began to steady itself. Manilla hemp rose from 58 up to 92 florins per 150 kilos. Country grown hemp went down.

Grain.—The business in wheat was again limited to what was needed for the interior, but various circumstances, such for instance as the firmness of foreign markets and the incessant wet weather, caused prices to ascend, so that there was actually a rise of from 40 to 60 florins per 2,400 kilos on the prices paid at the commencement of the year. At this figure some quantities were even bought up for the steam mills, it being more advantageous to purchase on the spot than from a foreign market.

What was done in rye was for the most part restricted to the requirements of the interior, and excepting March, when the breaking up of the ice made business more active, there was nothing much stirring, provincial wants having been satisfied during the summer, and in the autumn by imports from Belgium; nevertheless, towards the end of the year prices had risen considerably, and mainly through news from abroad. The most important transactions were again those on delivery, and extensive purchases were effected both for home and abroad, whilst prices fluctuated greatly.

In barley there was little briskness other than in foreign produce, and either for home consumption or hulling. Prices rose gradually. The early country harvest was very small, the winter one, though far from plentiful, was better than that of last year. The news from Denmark and Holstein were both satisfactory as to quantity and weight.

In oats there was no activity, there having been but a very scanty harvest.

Prices continually rose from 6 to $9\frac{1}{2}$ florins per 100 kilos.

The business in buckwheat was devoid of all interest. The harvest was good. The highest prices given for Amersfort were 230 florins per 142 $\frac{1}{2}$ kilos, and the lowest 160 florins.

The linseed that was imported from Russia, like last year, fetched good prices.

The stock on hand of rapeseed at the end of 1864 amounted to 4,170 lasts,* and the imports during 1865 came up to 6,265, making a total of 10,435 lasts. Of these 9,270 were disposed of. Prices varied from 396 to 600 florins per last. The harvest abroad failed.

Red clover seed of superior quality from the Upper Rhine rose towards sowing time from 33 up to 50 florins per 50 kilos, and some lots were even bought at 54 and 55 florins, for the most part through there being but a small stock. A very brisk business was done at from 36 to 40 florins in that of second-rate quality from the Lower Rhine; the new harvest brought from 32 to 35 florins, and at the end of December there remained on hand about 100 bags.

White clover seed produced from 37 to 38 florins.

As soon as the navigation was re-opened canary seed was in great demand, consequently prices got up from $8\frac{1}{4}$ to $11\frac{1}{2}$ florins per mud.* The new seed was of good quality, and heavy in weight. At the close of the year the stock was small.

Large quantities of country grown brown beans were exported to Sweden and Norway, and of white to France, Hamburgh, Bremen, and Belgium, by which prices kept very firm.

* A last is equivalent to 80 bushels, and a mud, being the 30th part of a last, is equivalent to 2 $\frac{2}{3}$ bushels.

COMPARATIVE Statement of the Imports by Sea, of Wheat, Rye, Barley, and Buckwheat, during the Years 1863, 1864, and 1865.

	Wheat.			Rye.			Barley.			Buckwheat.		
	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America	833	..	..	252	..	..	..	..	..	..	..	..
Russia	556	35	..	2,707	1,428	3,736	..	44	..	..	..	..
Prussia	7,731	4,626	7,516	7,472	8,178	1,799	553	796	240	..	..	87
Hamburg	386	214	295	68	28	..	572	568	437	10	338	120
Great Britain	30	136	14	101	18	..	..	..	..	367	68	..
Lubeck	122	47	..	..	..	..	..	..	..	..	..	..
Denmark	82	331	156	87	36	562	206	903	611	21	..	43
Hanover	21	18	65	..	..	..	..	36	..	65	47	..
Mecklenburg	..	130	..	..	..	73	..	..	..	29	..	..
Ooldenburg	..	32	..	..	5,659	10,399	..	..	15	..	..	28
Turkey	..	..	..	4,358	..	..	..	..	..	..	..	..
Austria	..	..	..	607	..	295	..	..	..	..	..	..
France	..	..	..	359	..	464	..	..	..	545	93	44
Bremen	..	..	..	136	..	..	..	99	110	..	..	..
Sweden	..	..	48	..	..	50	68	211	493	..	..	..
Total	9,761	5,569	8,094	16,147	15,347	17,378	1,399	2,657	1,906	1,037	546	322

AGRICULTURE.

Last year's harvest was but moderate; both the quality and quantity of the wheat harvested were satisfactory. No rye was cultivated on the clay lands, and what little was sown on the lighter soils produced a fair crop. A middling quantity of barley of an indifferent quality was got in, and of oats but little was put into the ground, the crop of which was far below the average. There was a good deal of buckwheat sown which turned out well. Although in other countries the crops of rapeseed were about a total failure, yet in Holland they succeeded remarkably well, and with regard to canary seed they exceeded all expectation. Peas may be said to have failed entirely, whereas beans yielded abundantly. The quality of chicory was but middling, and the quantity small. The potatoe disease showed itself once more, and reduced the crop considerably. In the early part of the summer the prospect of a good crop of hay looked anything but favourable on account of the cold weather, but a sudden change gave all reasonable hope of a plentiful harvest, though later the prolonged drought proved somewhat disadvantageous; in the latter end of July an abundant fall of rain improved the second crop.

Butter and Cheese.—The quality was on the whole satisfactory throughout the year; during the lengthened dry weather less so, but in the autumn the quality was excellent. The cattle disease, however, which made its appearance in August in the province of South Holland, slowly and gradually spread itself to North Holland and Utrecht, thereby causing fears for the supply in the forthcoming year. It is nevertheless worthy of note that the murrain did not manifest itself in the great grazing provinces of Friesland and Groningen.

PUBLIC WORKS.

In the beginning of March, the Amsterdam Canal Works, the important project of cutting a canal through the narrowest part of North Holland so as to establish a shorter and more direct communication between Amsterdam and the North Sea, were commenced and continued throughout the year, several hundred navvies and other workmen having been kept constantly employed in digging out the bed of the canal, thereby infusing as it were a new life through the whole district, and predicting the activity to be expected as soon as the sea shall have been led up to Amsterdam. The want of such a communication is so keenly felt, that its completion is looked forward to with the greatest anxiety, and considerable enterprises, such as the enlargement of the city on the river side, the constructing of large steamers, and the building of a grand central railway station in order to connect the lines already opened and those intended to be carried out, are contemplated in the full anticipation of a very great increase of business.

The Government railways are making great strides; about one-third of the entire length of the lines projected have already been completed and opened. Several companies have been formed with the object of constructing branch and connecting lines, which it is presumed will prove proportionately more lucrative than the main ones.

The Netherlands Bank have begun their new building, which will also add to the general appearance of the place, and provided the intention is carried out of filling up several of the smaller canals, in a few years Amsterdam will be hardly recognisable.

A public park of some extent, and which it is contemplated to enlarge from time to time, was opened in the spring; it is worthy of notice that the purchase of the land as well as the laying out of the ground was entirely defrayed by public subscription.

GENERAL REMARKS.

Amsterdam appears since last year to have suddenly awakened, one may say, from the torpid state in which it has remained for so many years, and become aware of the absolute necessity of enlarging the town and its suburbs. To the left of the Palace of Industry have already sprung up several good modern houses forming the side of a handsome street, and on the right others similar in design are rapidly approaching completion, thus embellishing the whole aspect of the palace building and its gardens; other dwellings in rows in various directions of the city have been finished, and many are progressing.

The Amstel hotel, a structure on a very handsome and extensive scale, and adjacent to the Rhenish railway station, is advancing very quickly, and it is anticipated will be ready in the early part of 1867. These improvements emanate chiefly from two building companies that have been recently formed, and the boon that has been conferred on the inhabitants is so manifest that most of the houses were let long ere they were ready to receive their tenants.

Amsterdam, May 28, 1866.



PORTUGAL.

AZORES.

Report by Mr. Consul Vines on the Trade and Commerce of the Azores during the Year 1865.

Of the geographical position of the Azores, or Western Islands, of which St. Michael's, with its capital, Ponta Delgada, forms the commercial and quasi administrative centre, it may be proper to remark that it comes to acquire far greater importance with the universal development of steam navigation.

The formation of a secure and convenient harbour, moreover, may render it incumbent upon me still further to advert to the question of situation.

Cropping up, in somewhat rugged volcanic grandeur, from the midst of the Atlantic Ocean, as one of the more aspiring links in that chain of irregular ridge which is distinctly traceable, as an arching connexion between the Gulf of Mexico and Cape de Verde, these islands seem to offer the most desirable of seats for coaling and victualling stations, against the occasion of emergency, in the direct course of the great mercantile traffic of the world.

Heretofore isolated in their own general beauty and luxuriance by the necessity for sailing vessels to shape their courses according to prevalent winds and currents (especially the trades and the gulf stream), they were dreaded by old-fashioned mariners, even when sighted for longitude, as the resting places of all calms, and the lurking places of all tempests.

But, even under these circumstances, owing to which the Azores were in some degree out of general access, being endowed with such a soil and climate, and such productive capabilities, it is probably due to social and political accidents, such as those which have forced back the mother country from the high hopes of its enterprise under the great Dom Henry, that these islands have achieved so comparatively limited a degree of development, a remark which acquires some additional importance, when it is considered that small as are their population, products, and manufactures they form, in proportion to their extent, the richest and most prosperous of Portuguese dependencies.

Some enlightened measures (more particularly noticed below), which have recently been adopted by the Government, will unquestionably tend to accelerate the progress of the Azores towards the attainment of that mercantile importance which they seem destined to reach.

And could the State policy be directed to the realization of a complete commercial freedom (which after all in Portuguese territory is opposed neither to any difficult financial considerations, nor to the imaginary interests of any productive industry worthy of the name), there appears every reason to favour the formation of a considerable emporium of trade in these islands; the more especially that they are possessed by an unobtrusive power, and inhabited by a docile and essentially industrious people.

The islands are altogether nine in number, divisible into three groups or sections, the whole occupying an area of about 263 square leagues.

The following is a cursory account of each island separately :

St. Michael's is the most populous. It comprises an area of 66 square leagues, being 17 leagues in length, and from 2 to 4 leagues in width. It supports an aggregate population of 115,000 souls, and contains six towns, namely, Ponta Delgada, Ribiero Grande, Alagoã, Villa Franca, Villa do Nord-Este, and Villa do Poavoçao, of which Ponta Delgada, with a population of 42,800 souls, is the principal, and forms the chief shipping port and seat of commerce and Government.

Subjoined is a progressive Table relating to the population of St. Michael's which is extracted from authentic records.

In 1580	..	..	..	19,900	other than infants.
1717	..	..	..	42,900	" "
1723	..	..	..	55,550	without reference to age.
1800	..	..	..	57,160	" "
1840	..	..	..	80,160	" "
1860	..	..	..	109,433	" "
1865	..	..	..	114,853	" "

St. Mary's comprises an area of 12 square leagues, being 4 leagues in length, and 3 leagues in width. It supports a population of 5,779 souls, and contains the single town of Villa do Porto.

Terceira comprises an area of 35 square leagues. It supports a population of 45,000 souls, and contains the town and shipping port of Angra, which is protected from the rushing squalls of the south-west by the heights of the Monte Brazil.

St. George's comprises an area of 21 square leagues. Its chief town is Villa das Vellas, but the population of the entire island, numbering only 20,000, is disproportionately small.

Graciosa, with its chief town of Santa Cruz, supports a population of 12,000 souls. It comprises an area of eight square leagues.

Fayal, with its chief town of Horta nestling in the nooks of its own pretty acclivities, and under the shelter of stupendous Pico, skirting a snug and sequestered little anchorage, supports a population of 26,000 souls. It comprises an area of 29 square leagues.

Pico, nobly springing from the sea to an elevation of 7,500 feet, like some huge pyramid sliced off at the apex, with its chief town of Villa das Lageus, supports a population of 3,300 souls. It comprises an area computed at 80 square leagues, within an extreme length of 18 leagues, and an extreme width of 6 leagues.

Flores, looking like a pretty garden from the offing, with its chief town and port of call named Villa da Santa Cruz, sustains a population of 11,000 souls. It comprises an approximate area of 24 square leagues, within a length of 8 leagues, and a width of 3 leagues.

Coroo, to the northward, and separated from Flores by a narrow channel, has its characteristic look of an extinct volcano with a broad central depression for the crater. With its so-called town of Coroo it sustains a population of 2,000 souls, comprising an area computed at a little more than two square leagues.

With the exception of St. Michael's, Terceira, and Fayal (and occasionally St. George's), these islands cannot be said to be engaged in foreign commerce, being rarely visited by foreign bound shipping, except for fresh provisions, either in case of emergency, or in the leisurely career of some whaler proceeding from north to south, or *vice versa*.

Since the origin of the fruit trade (about a century ago), St. Michael's, Terceira, and Fayal had gradually asserted a supremacy for their produce in the British and North-European marts, and until lately controlled the market.

During the infancy of their colonial and mercantile existence (say in the first part of the century), the Azores had yielded chiefly dye and cabinet woods, besides a small proportion of agricultural produce for exportation.

Favourable to the cultivation of flax they afterwards became the seat of some of that rude and primitive linen manufacture, which is still to be met with in Portugal and its dependencies, and furnished nearly 400,000 yards of this fabric annually for the export trade, chiefly to Brazil.

With the advance of manufactures in England, the Netherlands, Germany, and France, this trade nearly died out and gave place to that in grain, which formed the great feature of Azorian export trade in the middle of the last century, whilst the commerce in dye-woods was extinguished by the ascendancy of Indian indigo.

It was at this period that the first shipments of fruit took place, and as the Azorians came to be rapidly outstripped in the cereal trade by the greater energy of production in other countries, they sought and secured a sort of compensation in their then undisputed advantages for the supply of oranges and lemons.

In this branch of commerce, again, in consequence of a kind of constitutional inertness, aggravated in its results by the oppressive effect of the destructive orange-tree plagues which have ravaged these islands of late years, as well as by the comparative isolation in which they have hitherto stood, they are being rapidly supplanted by Spain, where the development of railways has become conveniently favourable to a branch of commerce, to which rapidity of transit is essential, and where the prospects of cultivation are as good.

Thus it is that whilst the production of oranges in the Azores has been grievously prejudiced by the visitation of the *coccus hesperidum*, and the *lagrima*, and whilst some portion of the actual harvest has been detained to rot in the store houses, or at sea during the past unprecedentedly tempestuous season (in the course of which vessels have been unable to load in, or even to hold on in the roadstead of Ponta Delgada, whilst some have been 30 days, instead of nine days, in reaching England when laden). The people of Southern Spain have been rapidly pouring their produce into the British markets, and thus at once testing their advantages and asserting their successful rivalry.

Another branch of agricultural industry, namely, the production of wine, which was one of the traditional resources of Azorians, has meanwhile also become extinct, under the destructive influence of the *oidium*; and although the nurture of the silk-worm would seem to be one of the most appropriate and promising of enterprises to fill up the void created by these reiterated calamities. And, albeit, an enlightened provincial administration does not fail to caution the people that they cast about in time for new sources of wealth, the opportunity for developing the production of silk does not seem to have made the impression that might have been anticipated, whereas the obvious fitness of the climate and soil for the cultivation of the *bolcus saccharatus* (with its incidental results of fine dye, and cheap distillation and food for superior breeds of cattle, and draft or pack animals, now in such increasing demand everywhere), does not appear to have occurred to anyone.

The *oidium* broke out in these islands coevally with its ravages on the continent of Europe, that is, notably in 1854. Formerly, the wine production of St. Michael's amounted to about 20,000 pipes a-year, which quantity was chiefly consumed on the island, whilst the more delicate wines of Fayal and Pico found their way to America, England, and Russia. And as the wine plague has gradually moderated during

the last two or three seasons, strong hopes are entertained of an ultimately perfect recovery of the vines.

In so far as cereals are concerned, although it should be accepted as a rule that the Azores can amply supply the wants of their inhabitants, it is obvious that they should not, henceforward, look to the exportation of grain as a staple resource for external commerce. There has, indeed, been the brief exceptional period of 1859, when these islands had actually to derive their staple food from abroad, owing to the destruction of their own grain by the tempest in 1857.

Latterly, however, the supply has recovered its equilibrium, and the cost of sustenance has not been oppressive or even unusual.

As regards British commercial interests, neither the imports nor the exports of the Azores are yet of sufficient magnitude to weigh greatly in the gigantic scale of operations exhibited by British statistics during the last 20 or 30 years. Even the local interest possessed by British resident merchants in the fruit trade, which but a few years since was entirely in their own hands, has in a large proportion passed into the hands of Portuguese trading companies, who export the fruit on account of the owners of orange plantations.

But the carrying trade, which employs large numbers of small craft—all of them fleet, and many of them models, at very handsome freights, is still chiefly in British hands.

Each of these vessels so employed effects three or four voyages during the shipping season (October to April), for which the freights to England rule approximately on the following scales, viz. : for the first voyage 7*l.* to 7*l.* 10*s.* per ton of 20 boxes; for the second voyage about 6*l.* 10*s.* per ton of 20 boxes; for the third and fourth voyages about 5*l.* 10*s.* to 6*l.* per ton of 20 boxes; whilst the superior quality of the British vessels engaged in the trade secures to them a decided preference amongst shippers.

As regards the imports the gross totals are somewhat delusive; for, in the first place, taking the year under discussion detailed in the subjoined Table as an example, there appears amongst the imports from Portugal a quantity of woollen and cotton goods, disproportionately large as compared with the declared value; whereas, in the second place, the gross total of imports from the same country comprises a considerable sum for specie.

The disproportion between quantity and price in the textile fabrics is due to the fact, that the Portuguese goods are those of the coarsest kind, whilst all the finer qualities are received from Great Britain.

As regards the native manufactures they deserve notice, rather for their representative or characteristic peculiarities than for their importance. With every capacity amongst the people for industrial avocations of all kinds, such as steadiness, application, docility, patience, ingenuity, aptitude for handicraft, &c., the artificial productions of the Azores, undeveloped by ambition, enterprise, or active capital, are limited to the most simple and primitive fabrics.

The *Flax*, yielding a harsh and coarse fibre, attributed to volcanic soil, but really due to imperfect culture and manipulation, is spun into thread or woven into a rude kind of linen.

The *Wool*, characterised by shortness of staple, but great softness and felting properties, is misapplied to the manufacture of a home-made kind of linsey-woolsey.

The *Hides*, small and defective in substance, are imperfectly tanned into still less noteworthy leather.

Coloured Rushes.—Wicker, aloe, and various other fibres and feathers, are wrought into basket-work, floor and table mats, hats, bonnets, reticules, flowers, and other fancy articles.

A *Clay*, inferior to that of England, is converted into second rate pottery, tiles, and so forth.

Iron and *Steel* imported from England are converted into common locks and tools.

The *Cabinet Woods* are somewhat roughly fashioned into household furniture. The most primitive and rude machinery, and the apt employment of the bare hands (which are really skilful enough to be applied to better purposes), are the sole agents of manufacture.

But until now the law of property, the absence of any banking system and the timidity of the people, have combined to promote the sequestration of capital in private hands, rather than its employment. Wherefore, it is justly believed that the law which has been passed to dissolve the "Morgador," or strict entails, is one fraught with incalculable commercial advantages. The enactments of this law by the Portuguese Cortes is one of the great events of the past year, equivalent indeed, as regards the Azores, to the Encumbered Estates Acts for Ireland and for the West Indies.

The former law so stringently restricted the resources of these colonies (the Azores), as to keep, at least, one-third of the land out of cultivation, on account of the proportionable annuities (*alimentos*) due out of every estate to all the children, as well as to all the rest of kin of each life tenant. So that, even supposing the tenant for life were not himself an absentee, the resources which would otherwise have been at his disposal for improvement or enjoyment upon the land which rendered them were drained away to supply the exigencies of absent members of a family, perhaps more numerous than provident.

As regards the rate of exchange, in relation to the British standard, it has not, hitherto, been subject to such fluctuations as to render a comparative tabular exposition of any interest or practical utility. The prevalent rate represents the £ sterling by 5 milreis 600 reis, whence a range occasionally occurs down to 5 milreis 500 reis. The prevalent rate may be taken as the true par of exchange, and the uniformity of rate is probably due to the English sovereign's legal recognition in Portugal.

The state of monetary operations, however, is peculiar, owing to the absence of any banking institutions, and the consequent accumulation of money in private houses, of which the necessary result is a rate of interest for loans upon the best security ruling as high as from 10 to 12 per cent. per annum.

On the moral condition of the people the Civil Governor of St. Michael's, in his late annual report, congratulates the Government of the King in showing that, although, there had been an increase from 89 to 103 in the number of offences of all kinds, not a single case of murder was referable to the last administrative year.

The genial and equable climate of these islands having rendered them a desirable resort for invalids from the continent of Europe, it is to be deplored that the conveniences and facilities of access have been so scanty.

Excepting during the fruit season there are hardly any means of communication, and even during the fruit season, the great majority of the trading vessels, plying between the Azores and England, are deficient of any kind of passenger accommodation, and are peculiarly unfitted for the transport of persons in delicate health.

Yet apart from the restorative efficiency of a climate rendered as peculiarly equable, by a mid-oceanic and mid-latitudinal situation, as exhilarating by the freshness and beauty of its varied vegetation (in which the temperate and tropical regions are alike well represented), and charmingly semi-clouded sky, and salubrious by the perfect spontaneous

drainage of bold acclivities and a volcanic soil, St. Michael's is enriched by its variety of mineral springs, aggregated under the denomination of the Fuenas.

Such of these springs as have acquired a special and noteworthy importance are situated in a fertile and beautiful valley, enclosed within an amphitheatre of hills, over which a rare luxuriance adds the charm of abundance to the peacefulness of seclusion.

The orange garden, become monotonous elsewhere, is here unseen, and in its place the scenery is diversified by pasture, corn-fields, and forests of varied tint and beauty.

Inasmuch as these springs are certainly not excelled in the world, either for their abundance, for the concentrated variety of their properties, or for their eminently remedial efficiency; it may be of interest to subjoin the chemical and other peculiarities of each, which are as follows:—

1. The great Caldeira. This spring throws up a boiling alkaline water, the imperial pint of which contains: of chloride of sodium (common salt), 11·33 grains; of silica (the neutral base), 2·60 grains; alkaline sulphate, sulphurate and carbonate, appreciable quantities or traces.

2. The Quenturas. This spring throws up a hot carbonated chalybeate water, the imperial pint of which contains: of carbonic acid gas, 19·7 cubic inches; saline matters others than under, 1·6 grains; carbonate of soda, chloride of sodium, silicate of soda and sulphate, appreciable quantities; potash, a salt, and oxide of iron, traces.

3. The Misturas. This spring consists of a curiously confluent issue of hot alkaline and cold carbonated chalybeate water.

4. Agôa Ayêda, which consists of a highly carbonated chalybeate water, saturated with carbonic acid gas, yielding no deposit upon rest, and becoming faintly alkaline in its reaction upon ebullition, the imperial pint of which contains of carbonic acid gas, 27·6 cubic inches; saline matter, chiefly chloride of sodium, carbonate sulphate of soda, carbonates, lime, and soda, a salt of potash, and a trace of silica, 1·97 grains.

5. The Agôa de Terro. This spring throws up a tepid carbonated chalybeate water, the imperial pint of which contains: of carbonic acid gas, 25·7 cubic inches, saline matter, *i.e.*, carbonate of lime, oxide of iron, carbonate of soda, besides a trifle of the sulphate and chloride.

Notes on Orange-Tree Plagues.

The *Coccus Hesperidum*, of which mention has been made in the antecedent pages of this Report, as one of the afflictions from which the orange trees have suffered seriously, is an insect well known to English exotic gardeners as attacking the orange trees in greenhouses, &c. It is one of the forty-three species of the genus *coccus* (order hemiptera), and is commonly known as the greenhouse bug. It is oval, oblong, brownish in colour, and covered with a sort of exuding varnish. The male *coccus* of this species is a minute fly. The female having no wings when young, runs over the trees, and, finally, settles upon some leaf, where she deposits and hatches an infinity of eggs and then perishes.

The more distinguished species of this genus is that which feeds chiefly upon the cactus *opuntia*, which is therefore denominated the *coccus cacti*, and the origin of which has been traced to South America. This species is the valuable (though no less destructive) cochineal insect of commerce.

Frequent manipulation and treatment with any pungent insoluble powders (not injurious to vegetation), such as peppers, raw sulphur, &c., are amongst the best of corrective appliances as against the orange-tree *coccus*.

The lagrima is one of those maladies which commonly result in all organic bodies as the effect of exhaustion, and is probably due in these islands to the unchecked depredations of the coccus. It is a degenerated form of orange dew, otherwise known as orange manna.

TABULAR SUMMARY.

The subjoined Tables have been compiled with the view of affording a comprehensive summary and comparative exposition of the commerce of St. Michael's in regard to its progress and material fluctuations, as concentratedly extracted from the mass of unimportant materials which enter into detailed statistics, and which, in the majority of cases, become so confined and inaccurate, in the variety of different expressions of quantity and value, as to need careful reduction (with correction) to the condensed form to render them reliable and serviceable.

General Tabular Exposition respecting Trade and Navigation for the Year 1865, to St. Michael's.

IMPORTS.

GROSS TOTAL Values of all Articles and from all Sources.

				£
From Great Britain	..	..	..	88,368
„ Portugal	..	..	..	85,774
„ Brazil	..	..	..	6,477
„ United States	..	..	..	5,258
Total	..	..	..	185,877

COMPARATIVE ANALYSIS as noteworthy Articles of Import.

Where From.	Cotton Goods.		Woollen Goods.		Hardwares.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	lbs.	£	lbs.	£	lbs.	£
Great Britain ..	364,360	51,064	36,699	6,628	480,979	21,119
Portugal ..	5,977	1,196	12,600	4,000	6,662,847	2,600
Brazil ..	..	..	..	..	..	..
United States of North America .. }	..	..	..	..	56,900	230

EXPORTS,

GROSS TOTAL Value of all Articles.

				£
To Great Britain	..	..	..	70,000
Portugal	..	..	..	33,000
United States of North America	..	..	..	146
Total	..	..	..	103,276

Analysis as noteworthy articles of export:—

Oranges : to Great Britain, 70,000*l.*; to United States of North America, 100*l.*

Grain, to Portugal, 33,000*l.*

St. Michael's, April 28, 1866.

PRUSSIA.

KONIGSBERG.

Report by Mr. Consul Hertslet on the Trade of Königsberg for the Year 1865.

SHIPPING AND NAVIGATION.

THE sea trade of this year has been the duller of the last ten years. The Pillau shipping list exhibits the following results:—

ARRIVALS.

Articles.	1864.		1865.	
	Number of Ships.	Burthen.	Number of Ships.	Burthen.
		Lasts.		Lasts.
In Ballast	520	30,899	78	4,612
General Cargo	232	26,643	320	33,685
Coals and Coke	200	15,564	310	22,587
Chalk, Lime, and Cement	125	4,037	138	5,147
Herrings and Train Oil..	296	8,095	212	8,339
Iron and Machinery ..	73	4,705	79	4,897
Salt	24	1,995	41	4,797
Tiles and Stones.. ..	21	1,125	30	1,921
Sugar	4	230	4	252
Wine, Spirits, and Fruits	10	732	43	1,575
Grain and Potatoes ..	2	40	9	323
As Harbour of Refuge ..	18	619	14	659
Total	1,444	94,684 = 142,026 Tons.	1,278	88,794 = 133,191 Tons.

Or 166 ships, with 5,890 lasts, less than in the preceding year, of which 27 vessels, with 2,014 lasts, were steam-vessels, although the Danish blockade took place in 1864.

DEPARTED.

			Number of Ships.	Burthen.	
				Lasts.	Tons.
In 1864	1,426	96,363	=	139,544	
„ 1865	1,239	87,934	=	131,981	

In 1865, 191 Steam Vessels, with 31,753 Lasts, arrived,
 „ 1864, 218 „ „ 33,767 „
 „ 1863, 298 „ „ 43,860 „

According to flags the entries into Pillau were as follows:—

Countries.	Arrivals.		Departures.	
	1864.	1865.	1864.	1865.
Prussia	270	352	254	329
Great Britain	195	199	190	196
Denmark	204	364	206	65
Holland	186	178	183	166
Hanover	86	129	76	133
Norway	275	230	280	227
Sweden	28	187	195	29
Oldenburg	10	7	10	7
Hamburgh	7	4	8	6
Lubeck	5	4	5	4
Mecklenburg	1	4	..	4
Schleswig Holstein..	68	..	62	..
Russia	8	4	9	4
French	10	6	10	6
Belgium	..	1	..	1

The British vessels are chiefly large screw-steamers, and exceed in tonnage all others. The Schleswig-Holstein flag figures this year alone, instead of being reckoned as formerly under Denmark. Of the vessels which visited Pillau 48, with 1,537 lasts, went to Elbing. The number of ships which arrived in ballast in 1865 was only 80, but the departures were 268 in ballast; whilst in the preceding year 524 vessels arrived in ballast, and only 78 departed, a sad sign of the diminished exportation in 1865.

The number of vessels arriving at Königsberg with cargoes in 1865 was 1,011 vessels, with 62,721 lasts burthen, of which 403 vessels, with 33,638 lasts, were from Great Britain, so that upwards of the half of the sea importation of Königsberg is from Great Britain.

The number of vessels departing was 1,039, with 61,213 lasts, of which 274, with 22,764 lasts, were to Great Britain.

Freights were very low all through the year, which accounts for the number of vessels which sailed in ballast. Freights commenced with 3s. 6d. to 3s. 9d. per quarter wheat to London, and receded in summer to 2s. and 2s. 3d. Freights rose again to 4s. per quarter, but later in the year again went down. Freights from Great Britain to here were higher, and 9l. 10s. to 11l. per keel of coals from Newcastle, and 7l. 5s. to 10l. per keel of coals from Scotland, were paid. Tea came by the screw-boats from London at 25s. to 40s., with 15 per cent, and cotton at 35s., with 15 per cent., all per British ton. Ship-building is declining here, the low freights and declining exportation make it too unprofitable.

The inland navigation is increasing, and nearly 9,000 river craft visited Königsberg. The communication between Königsberg, Pillau, and Elbing-Königsberg-Wehlau, and Tilsit, and Königsberg-Memel, is kept up by steamboats, which run nearly daily.

TRADE AND COMMERCE.

Owing to the recent new Commercial Treaties with foreign Powers, a good many alterations in the usances of this place, such as freight calculations for grain, bankruptcy laws, demurrage matters, weighing or measurement of grain, &c., are still in a rather unsettled, or at least not generally understood position. It is now settled that in freighting vessels here, that instead of the former standard per quarter wheat, and

other grain in proportion to printed rates, that the term used shall be as follow :—For Great Britain, per 500 lbs. British weight, for wheat and for peas, beans and tares, with an addition of 2 per cent. for rye, an addition of 5 per cent. for linseed, barley, rape-seed, buckwheat, and hempseed, and an addition of of $22\frac{1}{2}$ per cent. for oats.

For France, Belgium, and Holland the standard term or chartering is to be per 2,400 kilos of wheat, with the same additional per centages for other articles as above-mentioned for England.

In a similar manner the official quotations of prices of grain by the sworn brokers are not to be further noted by the scheffel with the weight in Dutch sack weight, but the quotations are to be made as follows :—

Price of Wheat, per 85 lbs., Zollverein weight.

„ Rye,	„ 80	„	„
„ Barley,	„ 70	„	„
„ Oats,	„ 50	„	„
„ Beans,	} „ 90	„	„
„ Peas,			
„ Tares,	} „ 90	„	„
„ Rapeseed,			
„ Linseed,	„ 70	„	„
„ Hempseed,	60	„	„

But although the corporation of merchants have agreed to this arrangement, these weights being the average correct weight of a Prussian scheffel, still the old scheffel-measure is recognised by law, and some countries (Norway) will not submit to it, and many people in Prussia itself still insist on the old solid measure. The railway tariffs are, however, by weight by sample scheffel.

The present uncertainty in this respect is not without its great inconvenience.

With coals a similar evil exists. Coals are bought in Great Britain by weight, but are delivered out here by the tub of 4 scheffels solid measure, and disputes naturally ensue.

IMPORTATION OF KONIGSBERG IN 1865.

Articles.	Quantity.	Value.	Quantity by Sea.	Value.
		Thalers.		Thalers.
Corn and Grain .. scheffels	2,644,099	4,722,100	5,103	7,377
Flax, Hemp, &c. .. centners	174,200	2,020,300	..	..
Colonial Produce .. „	253,744	10,363,100	193,897	9,591,800
Wood and Wooden Wares .. „	..	667,500	..	116,700
Cattle and Horses .. No.	24,769	} 2,606,600	..	305,300
Animal Raw Produce .. centners	77,871			
Mineral Produce .. „	1,480,702	638,300	1,206,057	455,600
Chemicals and Oil Cake .. „	138,108	999,000	85,037	580,300
Metals, Machines, & Instruments .. „	432,762	1,495,200	353,215	1,076,900
Articles of Consumption .. „	854,783	6,441,100	545,942	3,947,000
Wooden Goods .. „	106,361	2,826,000	16,221	664,200
Sundries .. „	126,331	664,300	25,528	90,100
Total.	..	33,443,800*	..	16,835,277†

* Equal to 5,016,670*l*.

† Equal to 2,525,291*l*.

EXPORTATION OF KÖNIGSBERG IN 1865.

Articles.	Quantity.	Value.	Quantity by Sea.	Value.
		Thalers.		Thalers.
Corn and Grain .. scheffels	2,951,842	5,868,700	2,612,801	5,237,500
Flax, Hemp, &c. .. centners	181,500	2,100,300	50,247	575,400
Colonial Produce .. "	154,217	9,403,900	80	6,250
Wood and Wooden Wares .. "	..	116,900	..	36,200
Cattle, Horses, and Produce .. "	..	2,099,800	..	493,005
Mineral Raw Produce.. "	133,802	61,200	2,863	3,050
Chemicals, Oil-cake, &c. "	122,968	565,200	76,289	172,000
Metals, Machines, &c... "	113,846	624,600	15,387	58,300
Articles of Consumption .. "	263,827	2,485,800	14,410	145,600
Woven Goods, &c. .. "	98,022	1,638,800	58,425	351,100
Sundries "	62,307	357,700	1,462	26,100
Total	..	25,322,500*	..	7,104,500†

The total value of exports and imports have been—

In 1863	73,453,500 thalers.
1864	59,383,400 "
1865	58,766,700 "

The decrease being occasioned by bad harvests, Danish war, and insurrection in Poland, all of which occurrences have pressed hard on East Prussia.

The export of grain from Königsberg—

In 1851	2,376,444 scheffels.
1852	1,166,442 "
1853	1,597,419 "
1854	1,707,091 "
1855	2,612,801 "

After that time, and since the completion of the railway (Ostbahn) in 1860, the extent of exportation increased greatly—

In 1860	5,344,800 scheffels.
1861	6,043,553 "
1862	4,633,436 "
1863	5,236,839 "
1864	4,633,848 "
1865	2,612,801 "

A striking proof how severely the bad harvest and other events have affected this province.

The exportation of each description of grain has been as follows—

	1865.	1864.
	Scheffels.	Scheffels.
Wheat	1,027,781	951,215
Rye	668,713	2,082,910
Barley	162,494	285,166
Oats	36,678	124,425
Peas	150,244	362,308
Beans	27,914	64,346
Tares	94,421	32,876
Linseed	408,421	413,523
Sundries, Rape, &c. ..	36,439	280,402
Total	2,612,801	4,633,848

Showing a decrease of exportation of grain of 2,021,047 scheffels, or 43 per cent.

* Equal to 3,798,435*l*.

† Equal to 1,065,675*l*.

The quantities shipped to Great Britain have been as follows :—

	Wheat.	Rye.	Barley.	Oats.	Peas.	Seed.
In 1865	714,194	45,382	50,022	50,087	149,027	239,850
1864	451,075	120,284	90,469	150,065	262,898	269,336

Prussian scheffels of $5\frac{1}{3}$ to 1 imperial quarter.

The importation from Poland was 642,161 scheffels less than in 1864, and the importation from the province at least 1,550,384 scheffels less.

Wheat.—The prices of this article were ruled as usual by the British markets, and in March from 40 to 62 and 72 sgr. per scheffel. In summer there was little business. In August prices rose to 60, 80, and 86 sgr., according to quality, and in September stagnation again took place.

Rye.—The total exportation of this article only reached about one-third of the preceding years, but rye is the article for speculation on delivery-contracts, and although the price of rye in the beginning of the year was 33 to 35 sgr. per scheffel, contracts for delivery in May and June were closed at $37\frac{1}{2}$ to 39 sgr., and reached 40 to $40\frac{1}{2}$ sgr., and no notice was taken of the value in other places such as Dantzic. This speculation was kept up on account of the apparent bad harvests in this province and in Poland, and the Polish dealers sold their real stocks on the spot, and bought contracts for delivery in autumn 1865 and the spring of 1866, and such contract prices were forced up to 64 sgr. per scheffel in December. The consequence has been that considerable quantities of rye, 10,000 lasts, were in the warehouse, so that a want of food is not probable. But the prices of the day for real effective loco rye is not in proportion to the contract prices. The result will have to be seen.

Barley is consumed chiefly in the province. The inquiry in England for barley for feeding purposes from 23 and 35 sgr. to 36 and 45 sgr. per scheffel. The quantity harvested was not small, but the quality, particularly of large barley, inferior.

Oats were nearly all used for home consumption. Small parcels were shipped to England at gradually rising prices, 21, 22, to 26 and 30 sgr. per scheffel.

Peas.—The quality was particularly bad, so that they mostly could only be used as fodder, and some cargoes went to England for this purpose. The better parcels were eagerly bought up for human food, for which they are in much request here. Prices for yellow and blue peas were from 55 to 65 sgr., for grey 65 to 80 sgr. per scheffel, according to quality.

Beans.—The quality was very small; they were shipped to England. Prices were from 57 to 67 sgr. per scheffel.

Tares.—The quality was good and considerable. Inquiries came from England and France. Price 50 to 58 sgr. per scheffel.

Rapeseed.—Are cultivated in large quantities by the farmers in the province, being the first grain which can be harvested, and high in price; but it was a complete failure in 1865. Here were plenty of buyers at 105 to 110 sgr., and many inquiries for the article coming from Holland. Prices rose to 126 sgr. per scheffel, but from want of supplies there was but little to be had.

Linseed.—The small supplies from the province were made up for by larger arrivals from Russia and Poland. The ordinary crushing seed went to Hull, the better sorts to Belgium and Holland.

The best sorts were, as usual, bought up for Riga account, and

shipped from thence as Riga sowing-seed. Prices were 35 to 50 sgr. for ordinary, 50 to 70 sgr. for the medium sorts, and 70 to 85, and at last 95 sgr. for the best sorts, all per scheffel of about $5\frac{1}{3}$ scheffel to 1 quarter.

Timothy and Clover Seed.—The harvest of red clover was so bad that seed had to be imported, and prices reached the height of 36s. per centner.

Flax and Hemp.—The influence of railway traffic makes itself more and more felt in these articles. Owing to the drought of the summer of 1865 the flax crops were deficient in France, Belgium, Silesia, as well as Prussia. It is, from reasons explained in my last year's Report, extremely difficult to make any exact statement of the quantities imported and exported. Stocks at the close of 1864 amounted to 17,800 centners, and at least upwards of 120,000 centners arrived, so that 140,000 centners were here, and as at the close of 1865 the stocks were about 20,000 centners, at least 120,000 centners were exported, say about 6,000 tons British, of which more than four-fifths went south to Germany, &c., by railway, and some small shipments were made to France, Holland, Great Britain, and to Belgium. The British ports will probably, in the next few years, import from Königsberg, as the railway will bring the supplies here in winter for shipment, *viâ* Pillau, when the Russian harbours are frozen up. There is at present a difficulty about the assortment, which will, however, probably be overcome in time, as flax here is generally cheaper than at the Upper Baltic ports, the town expenses, &c., being much lower, whilst a glance at the map shows that the article must be identical with that shipped at the Upper Baltic ports. The crop of 1865 is estimated at about one-third of the average yield, and the quality inferior in this province, as well as in the adjacent Russian and Polish provinces.

Prices were per centner ($20\frac{1}{3}$ centner 1 ton)—

					Rthlrs.
Podolian Flax	..	..	..	..	17 to 20
Wilna District	..	..	..	..	16½ „ 18½
Russian Slanitz	..	..	..	..	12 „ 14
Polish Slanitz	..	..	..	..	8 „ 11½
Tow and Codilla	..	..	..	..	4 „ 10

Of hemp similar remarks may be offered, except that, on account of the inquiries from Germany, hemp is usually dearer here than in Russia. The supplies, including the stocks of 1864, amounted to about 70,000 centners. The quality was better than usual.

Prices ruled for Königsberg, Rein Hauf	..	13	to	13½	per centner.
Polish	..	12	„	13	„
Other sorts	..	8	„	12	„

Wood.—Has been in considerable demand for consumption, but not for exportation. The inland water communications give Memel and Dantzic advantages in this respect, and the River Pregel does not offer any facilities for holding stocks of timber, &c.

Colonial Produce.—Many reasons combined to make this branch of trade a distressing one. The bad harvests, which have weakened the consumptive power of the farmers and smaller towns in the province. The state of Poland, and the freezing up of the Sound at Elsinore, whereby several large steamers, with valuable cargoes, had to winter in Danish harbours, were some of the reasons, and a great many bankruptcies in the provincial towns, and consequent destruction of credit, has been the result. The exception has been—

Tea.—The total quantity imported, according to the official lists, was

102,262 centners against 74,029 centners in 1864. Of this quantity 34,981 centners arrived here in transit for Russia, so that the Königsberg dealers have imported 67,281 centners. The value of all tea imported in 1865 is estimated at 8,000,000 thalers (1,200,000*l.* sterling), or about 2,000,000 thalers more than in 1864. This increased importation has been occasioned by the alteration of the import duties into Russia. The Russian import duties before 1st October, 1865, by sea was 35 copecks per lb., but by land only 30 copecks, and, consequently, every exertion has been made to get as much as possible cleared at the Russian custom-house before the assimilation of the import duty to 35 copecks, both by land and by sea, came into force. It remains to be seen whether the Königsberg merchants will be able to maintain the position they had acquired in this trade before the assimilation of the duties took place. They are making great exertion to do so, and have established a Königsberg tea association in London for the purpose. The railway freight tells against them in summer, but the freezing up of the Russian ports in winter is in their favour.

Coffee is only imported for home consumption, and is not a very profitable, but steady sort of trade. The importation was 30,000 centners, 5,000 more than in 1864.

Rice.—The importation was about the same as in last year. This article has to contend with an import duty of about 20 per cent. *ad valorem*.

Spices.—Pepper and pimento remained in much the same demand as in 1864.

Cotton.—About 14,000 centners were imported in transit for Russia.

Oils.—About 7,000 centners arrived, chiefly for Petersburg.

Southern Fruits.—From cargoes arrived direct from Italy in spring, chiefly almonds and raisins for Russia and Poland.

Tallow.—The failure of the harvest of rapeseed caused some importation of tallow from Russia for the candle-makers and soap-boilers, in this province about 5,200 centners were imported. It is hoped that the railways will gradually bring this branch of commerce again to Königsberg.

Bones, Cattle.—Considerable orders for this article came in from Scotland, and larger supplies than usual arrived, and fetched from 40 to 45 silbergroschen per centner; about 18,000 centners arrived from Russia, of which about 8,000 centners were bought by the bone mills here, and the remainder all exported to Scotland. This exportation is, however, regarded more as a sign of the crippled state of the finances of the home farmers, arising from the bad harvests, than as a favourable result.

Skins, Calf, &c.—With the exception of sheep-skins this trade was dull all through the year. The business in calf-skins consisted in 120,000 Prussian and 50,000 Russian, being together about 50,000 less than in 1864. About 5 per cent of these quantities was consumed in this province, the remainder all went to Berlin and Frankfurt-on-the-Main. Prices were per 100 skins, of 150 to 170 lbs. weight, 70 to 80 thalers; 200 to 220 lbs., 95 to 105 thalers; 280 to 350 lbs., 135 to 145 thalers; for Russian skins, 13 sgr. per lb. Ox and horse hides were very difficult of sale and declined continually in value, so that at the close of the year the best ox hides were to be had for 4½ thalers, cow hides 2½ thalers, and the best horse-hides from 1½ to 2 thalers each. Sheep-skins came in immeasurably large quantities from the same reasons mentioned about bones—the necessities of the farmers to get money somehow. The supplies of fine sheep-skins were 210,000 against 145,000

in 1864,—about one-half was used in this town and province, the rest went to Berlin. All sheep-skins found ready sale at 35 to 40 thalers for the 100 skins of ordinary quality, and 110 to 165 thalers for the well-woolled ones.

Wool.—The market was in an unsatisfactory undecided state all the year. The supply was 19,500 centners, and the prices—

For Ordinary	..	..	45 to 50 thalers per Centner.
Middling	..	..	54 „ 58 „ „
Fair Middling	..	..	60 „ 68 „ „
Fine	..	..	70 „ 80 „ „

And the supply was nearly all taken by the Berlin and Rhenish dealers, so that stocks are very small.

Bristles were in fair demand. The supplies of about 3,000 centners fetched—

For White Bristles	..	..	50 to 65 sgr. per lb.
Grey	..	..	38 „ 45 „
Ordinary	..	..	13 „ 28 „

Horse Hair.—Supply 800 centners, prices 16 to 35 thalers per centner.

Feathers.—Supply 300 centners, prices 14 to 13 sgr. per lb.

Minerals, Coals.—The supply from Great Britain was 1,000,000 centners—freights were 9*l.* 5*s.* to 11*l.* per keel. The home trade was good, and profits made on house-consumption. But the contractors for supplying the railways and gas manufactory lost money.

Salt.—The importation was 39,439 tubs.

Chalk, Cement, Bricks, Tiles.—The trade was considerable. Likewise the importation of cement from England.

Glass, Earthenware.—Very dull in all branches.

Chemicals.—The state of Poland prevented trade, but the conclusion of the American war brought a little life again.

Guano.—The want of money amongst the farmers prevented any transactions in guano. The importation was only 3,870 centners.

Oil-Cake—About 80,000 centners were exported.

Petroleum.—This article is likewise a speculative one. Large quantities went to St. Petersburg, but as the speculation extends to the Hamburgh, Antwerp, and other exchange places, no reliable information can be offered, except that considerable adulterations are evident.

Iron.—The iron trade was bad from want of money amongst the farmers. A great many ironmongers in the smaller towns have sought for prolongation of payments for their bought goods. The quantities imported were—

Bar Iron	..	..	8,000 Centners.
Raw ditto	..	..	83,263 „
Hammered ditto	..	..	111,453 „
Rails ditto	..	..	87,138 „
Plate ditto	..	..	15,221 „
Wire ditto	..	..	7,565 „
Total	..	304,639	„ in 1865,
Against	..	233,872	„ in 1864.

The plus is from rails and raw iron. Notwithstanding the lowering of the import duty of 20 sgr. per centner, the Zollverein manufactories have still kept the British and Swedish iron quite out of the market.

The unsettled state in Poland still affects this trade. The money question and misunderstandings at the Russian custom-houses add to the difficulties.

Flour is only manufactured here for home consumption.

Sugar.—Raw and refined.—The importation was 139,677 centners. The export 62,051 centners, of which about 30,000 centners went to Russia. Refinery has ceased to exist here.

Spirits of Wine is likewise an article of speculation. The trade was brisk, and favourable to Königsberg; but nearer details are wanting.

Wine.—The import was 23,869 centners. The export 8,854 centners. The duty on French wines has been lowered 2 thalers per centner on wine in cask, and 4 thalers on wine in bottles.

Tobacco.—This branch of trade has remained nearly unaltered.

Herrings.—Business in herrings was favourable, and was somewhat larger than in the year before. The importation was—

	1864.	1865.
	Barrels.	Barrels.
Norwegian Spring Herrings ..	65,385	78,179
" Fat " ..	21,824	20,554
Scotch Full Brand " ..	5,903	8,047
" Ihlen " ..	8,276	6,919
" Matches " ..	782	1,051
Total ..	102,170	114,750

Hardly any Dutch herrings arrived, and the Pomeranian coasting fishery was a failure. Sales were readily made on arrival at steadily improving prices; about two-thirds of the supplies were sold to Russia and Poland. The trade with Norway is a barter business,—rye for herrings,—whereby the herrings were reckoned at 12 to 13 marks. Scotch full brand were sold at 12 to 12 $\frac{2}{3}$ thalers per barrel in bond.

Manufactured Goods.—The past year has certainly not been a favourable one—towards the end of 1864 a considerable dulness was evident; at the commencement this dulness increased, the expected end of the American civil war created expectations that cotton prices would sink, and with them the prices of all woollen and manufactured goods. In April this sinking of prices did take place, and manufacturers and dealers sold out at very low prices, but soon found that they could not replace them at lower prices than during that war, and stagnation took place, which was increased by the uncertainty how the new treaties of commerce and alterations in the Zollverein's duties would work. The supplying of Russia and Poland was interfered with by the depreciation of Russian paper money of 28 per cent., and the Russian import duties of 40 to 100 per cent. ad valorem. Only the smuggler can contend against this state of things, and Russian manufacturers would probably suffer less from a rational moderate import duty than they do from the present system. The average price for heavy cotton goods was 125 thalers per centner, for light goods 225 thalers per centner. On these goods the Russian import duty for plain heavy goods is 47 roubles, and 85 roubles for printed goods per centner, and 130 to 185 roubles per centner on printed goods. The import duty in the Zollverein for such goods is respectively 10, 16, to 30 thalers per centner, with 8 to 12 per cent. additional.

The trade in woollen and half-woollen wares, such as cloths, buckskins, flannels, was pretty fair in spring, but was dull later on; the exportation to Russia was insignificant, partly because these goods are manufactured in Russia, but chiefly on account of the enormous import duty.

The value of such goods as flannels and buckskins is about 225 thalers per Zollverein centner, the Russian duty thereon is 132 silver

roubles, and on cloths 185 silver roubles, or from 50 to 70 per cent. The import duty into the Zollverein is only about 5 per cent.

The import duty in Russia on silks and half silk goods is 35 to 70 per cent. In the Zollverein 3 to 7½ per cent.

Linen is manufactured in smaller quantities every year in this province. The high prices for flax in other places takes away the raw articles. The Russian duty on linen is likewise upwards of 50 per cent. ad valorem.

Paper, Rags.—Considerable quantities were exported to the Zollverein; to Great Britain only about 3,000 centners or 150 tons.

Expedition; or forwarding Trade.—The large increase in this trade which was looked for in 1865 did not take place. Although the new railway to Pillau began to make itself felt, and will doubtless do so still more when the River Pregel is bridged over. The Russian Government is now endeavouring to parry the effects of the land-conveyance on the Russian sea-ports by various alterations in the custom-house practice at the borders. Tea, sugar, cotton, and machinery, were the principal goods forwarded. Some more time is needful to decide how this trade will ultimately be developed, but it is hoped and expected that the railway convenience, assisted by the climate and long winter, will gradually secure a good trade in this branch. It is even now evident that the Russian attempts to force the trade into its old channels by high duties and difficulties at the custom-house are only encouragements to the smugglers, of whose exploits extraordinary things are told.

Banking.—The business at the Royal Branch Bank in 1865 was as follows:—

			Thalers.
Deposit Amount ..	..	..	2,035,000
Lombard Business ..	..	..	26,828,600
Bill Business ..	..	..	99,795,400
Cheque Business ..	..	..	4,167,800
Government Monies ..	..	..	1,260,000
Total ..	..	..	<u>134,086,800</u>

And ranked the fifth amongst the Royal Branch Banks of the monarchy, Breslau, Cologne, Magdeburg, Stettin, and Königsberg.

The amount of bills discounted were, in 1864, 16,652,209 thalers; in 1865, 19,037,665 thalers. The amount of Lombard or loans on goods was, in 1864, 11,809,730 thalers; in 1865, 14,372,180 thalers, and comes next after Berlin.

The total business of the Königsberg private bank was, in 1864, 27,905,050 thalers; in 1865, 27,043,980 thalers; the dividend was 6½ per cent., but ought to have been more when the advantages of a paper issue is considered.

The rate of discount was in a state of confusion. The usury laws are abolished for merchants, but for no others, and the consequences of such a state of the law cannot be easily described.

Insurances.—Nothing of particular interest is to be mentioned.

AGRICULTURE.

The fears which were entertained as to the harvest of 1865 have been fully realised. According to the official lists the arrivals from Poland and Russia were as follows:—

				1865.	1864.
				Scheffels.	Scheffels.
Wheat	..	..	..	127,160	405,830
Rye..	..	..	..	707,621	951,942
Barley	..	..	..	17,169	99,867
Oats..	..	..	..	31,681	25,864
Peas	..	..	..	3,530	139,069
Beans	..	..	..	13	1,974
Tares	..	..	..	193	837
Linseed	..	..	..	384,961	297,047
Rape, Sundries	..	..	..	2,973	1,032
Total	..	..	..	1,275,301	1,923,464

Or, 648,161 scheffels less in 1865.

The arrivals from the province were,—

				1865.	1864.
				Scheffels.	Scheffels.
Wheat	..	..	..	635,195	972,040
Rye ..	..	..	..	443,839	1,284,605
Barley	..	..	..	179,754	202,859
Oats..	..	..	..	102,642	133,899
Peas	..	..	..	173,433	206,271
Beans	..	..	..	23,020	51,019
Tares	..	..	..	91,809	34,255
Linseed	..	..	..	58,395	132,507
Rape, &c.	..	..	..	40,751	286,767
Total	..	..	..	1,753,838	3,304,222

Or 1,550,384 less in 1865, making a total of less importation of 2,198,545 scheffels against the year 1864, which year was likewise a very bad one. The exportation by sea was 43 per cent. less than in 1864. The continual bad weather was the chief reason of these misfortunes, and the distress in this province which exists chiefly from its grain productions, may be conceived from the above figures. The sowing for 1866 has been favourable, and it can only be hoped that some amends may be made for the year 1865, which has been a fearful one. The cattle-market has been in proportion to the grain harvests. The want of money and food have caused great distress.

Horses.—The demand for handsome horses continues, and at the fair for some horses 500 to 600 thalers were paid. Complaints are, however, heard that horse-rearing is not profitable; but probably the general dulness has cast a gloom over this branch of agriculture too, which may vanish in better times. The report on agriculture for 1865 can be summed up as disastrous in all respects.

POPULATION AND INDUSTRIES.

The population of Königsberg has not undergone any sensible alteration in 1865. Building is carried on, and the town is certainly improving in appearance. Wages remained unaltered.

Shoddy Mills consumed about 6,000 centners of raw material, but the business has not been profitable from the British competition.

Wool-combing answered very badly.

Paper Hangings could not contend against the want of money amongst the provincial consumers.

Books.—Likewise extremely languid.

A *Flax Carding Mill* has been established, and is said to be doing well, which is very credible, but details are wanting.

The *Flax Yarn Spinning Mill* at Insterburg is likewise reported to be doing well.

Flour Mills, Cigar Manufactories, Iron Foundries, without much alteration, but all somewhat duller than usual.

PUBLIC WORKS, &c.

Town Gas Works are doing well; they have a monopoly and the profits accrue to the town,—about 100 workmen are employed.

Railways, &c.—The number of persons travelling by the Royal East Railway (Ostbahn) in 1865 was 22,480 more than in 1864. On the other hand the goods traffic lists only show a plus of 2,867 centners more than in 1864, which is nearly no difference at all.

The new railway to Pillau was, it is true, opened to the public on the 11th September, but in an unfinished state as to stations and bridges, and any convenience for goods traffic, so that no fair result can be judged of at present, although the prospects, both for commerce of Königsberg and the prosperity of the railway itself, are very promising. The Tilsit-Insterburg Railway does not give satisfactory results, and from its geographical position it does not hold out any prospect of becoming a paying line, although some improvement in this respect is not impossible. Of the continuation to Memel little, that any reliance can be placed on, is to be heard. The water communication continues to be in the old state. The improvements which do take place are too small to have any observable influence on the whole.

GENERAL REMARKS.

Whilst other parts of the Prussian Baltic trade recovered somewhat from the effects of the Danish war, Königsberg and its dependencies had a still more melancholy commercial year even than that of 1864. The fears expressed in my last Report were not only fully realised, but considerably surpassed. In consequence of the wet sowing season, and subsequent drought in summer, the harvest was very poor, and in some parts a complete failure; added to which, money matters were obstinately unfavourable, and the home production which should represent an income was wanting. For a long series of years, since the last great war, this province has paid more to the State than it has received, and the taxes have continually increased. The yearly higher rating of landed and other property is out of all proportion to the real value of them and the revenues they bring. Added to this, the protective duty system prevents the accumulation of capital in this province, which has partly to pay for the prosperity of the Westphalian iron-works, and the enrichment of the province of Saxony, has been brought about chiefly by the ruin of the sugar refineries in this province. The want of capital caused by these reasons is the natural cause of a want of credit, and an extreme sensitiveness to the least sign of tightness in the money-markets. Two successive years of bad harvests and scarcity of money are calamities which East Prussia cannot well overcome, and bankruptcies and forced sales of property have been prevalent to a fearful amount, and the state

of the usury laws, which makes a difference between merchants and other subjects of the realm, and consequently involves most transactions in a sort of mystery, prevents the real amount of interest paid for the use of money from being known. Add to this the state of Poland and the Russian Lithuanian provinces since the last revolution; the exile and dispersement of the proprietors; the general ruin and the complete alteration of the landed and other interests in those countries, which are or should be the natural feeders of the commerce of Königsberg, and a picture may be formed of the present state of commerce here. The total less income of the province in 1864 and 1865 from bad harvests and other causes is estimated at 6,000,000 thalers. Besides this there is something in the character or temper of the inhabitants of these parts which interferes with their well-doing. No association of persons to carry out any enterprise has up to the present ever been successful. Railway, banking, and other things, have been tried, well-founded, and with every prospect of success, but no sooner are they set on foot than parties, who should protect them, come forward and by some means or other find means to ruin them, and thus any accumulation of capital which is so much wanted, and would do so much to raise the whole, is wilfully trampled under foot, and the bad times continue; otherwise from its geographical position and transport conveniences Königsberg ought to be, perhaps, the first commercial place in the Baltic. Even in the days of Queen Elizabeth it is reported that Sir Walter Raleigh, with other British notables, were here to look out for the nearest overland route to the Black Sea, and now Königsberg is open to the sea at all times, has railways from south, north, east, and west, enormous water-communications in Russia and Poland, and to the south, and yet all is languishing and retrograding. It is true the Prussian import duties are a great drawback to Prussian manufacturing interests and commerce in many articles of colonial produce, &c., but East Prussia has no manufacturing of any importance to suffer; the transit duties are abolished, and a large import and export trade is open to it; a little more enterprise and unison of action amongst themselves is what is chiefly wanted, and this remark is not confined to commercial affairs alone.

Königsberg, April, 1866.

RUSSIA.

ARCHANGEL.

Report by Mr. Consul Renny on the Trade of the District of Archangel during the Year 1865.

PORT OF ARCHANGEL.

SHIPPING AND NAVIGATION.

THE amount of shipping cleared from this port during the past year has been considerably less than in 1864, owing to a deficiency of produce for exportation.

British shipping, however, does not partake in the decrease; on the contrary, it has increased and resumed the relative position it had lost last year from, as I then pointed out, an exceptional cause.

Among the British vessels the port has welcomed the arrival of three steamers, the first that have visited it. These pioneers of steam communication with abroad did not, however, find the enterprise to be remunerative, and it may therefore only be repeated at irregular intervals. Steamers would require high outward rates of freight to make the voyage pay them, as the small import trade does not afford them full cargoes inwards.

The average amount of British shipping cleared from the port in the five years ending 1864 was 197 vessels, 40,449 tons, against this year's 182 vessels, 44,157 tons; while the average total of all the shipping cleared in the same period was 471 vessels, 91,712 tons, against this year's 406 vessels, 92,670 tons.

The subjoined Table exhibits the amount of shipping cleared from the port in each of the five years ending 1865, distinguishing the amount of British shipping, and its participation in the indirect carrying trade.

Years.	Total.		Total of British.		British in Indirect Carrying Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1861	527	97,997	230	45,785	20	4,186
1862	546	102,023	217	45,084	4	1,085
1863	354	68,870	187	35,989	3	939
1864	482	102,679	160	34,771	6	1,465
1865	406	92,670	182	44,157	8	1,708

The amount of Russian coasting shipping employed in the trade between this port and Norwegian Finmark, which is not included in the above, was as follows:

Years.	Vessels.	Tonnage.
1861	197	10,509
1862	162	8,406
1863	181	9,180
1864	179	9,082
1865	212	10,220

Coasting Trade.—As I have previously mentioned, there are no data for ascertaining the amount of the coasting trade proper, neither is it of much importance.

Lighthouses, &c.—There have been no new lights or beacons erected in the course of this year, nor have any alterations been published.

Shipbuilding.—No vessels have been built this year.

Pilotage and Port Regulations.—No changes have been made.

Freights.—The rates of freight were generally much the same as last year's.

The highest and lowest rates paid to the east coast of Great Britain were as follows:—

Articles.		Highest.	Lowest.
		s. d.	s. d.
For Linseed	per quarter	5 3	4 8
Oats ..	"	4 6	4 0
Flax ..	per ton	50 0	45 0
Tar ..	per barrel	6 8	5 0
Deals	per stand. 100	90 0	80 0

TRADE AND COMMERCE.

Exports.—Notwithstanding the decrease in the amount of shipping the export trade not only shows a considerable increase in value over last year, but is above an average. This is accounted for by the deficiency in the quantity of goods exported being principally shown under the heads of tar and deals, bulky, and at the same time low-priced articles; while other principal articles of export do not, as a whole, present any diminution, and their prices were considerably higher than in any past year.

The average value of the exports for the five years ending 1864 was 983,683*l.*, whereas this year's amounts to 1,029,002*l.* The average value of the exports to Great Britain was for the same period 658,368*l.*, and is this year 669,704*l.*

The respective valuations of the exports of the last five years are exhibited in the subjoined Table.

	£
In 1861	1,157,345
1862	1,128,965
1863	796,898
1864	928,358
1865	1,029,002

Of which were exported to Great Britain—

In 1861	738,682
1862	762,869
1863	556,173
1864	681,848
1865	669,704

These amounts represent the official values (which are based on the market values), with the addition of shipping charges. They are rendered into sterling at about the average rate of exchange of each year, with the exception of this year, during which the exchanges have ruled so low that I have not followed them, but calculated the roubles at same rate as last year.

The quantities of the principal articles of export shipped in the five years, distinguishing the export to Great Britain in 1865, were as follows:—

Articles.	1861.	1862.	1863.	1864.	1865.	To Great Britain in 1865.
Linseed quarters	61,497	87,065	8,680	51,142	73,893	30,843
Oats .. "	255,849	197,413	89,249	149,487	150,515	150,246
Rye .. "	100,724	41,429	1,381	322	36,019	..
Wheat .. "	5,477	4,995	..	1,602	232	232
Barley .. "	4,914	6,225	..	533	..	..
Flax .. tons	4,951	4,305	4,134	3,742	3,040	2,683
Flax Tow .. "	4,907	4,114	4,452	5,359	4,867	3,664
Train Oil .. "	369	296	701	502	491	..
Tallow.. "	99	..	68	61	34	6
Rye Flour .. "	8,967	5,381	6,010	5,534	7,569	..
Tar barrels	103,009	115,394	123,773	90,491	60,348	57,612
Pitch .. "	7,169	6,958	11,571	22,868	19,633	7,646
Mats .. pieces	325,815	785,244	307,555	367,484	374,628	300,145
Deals stand. 100	7,043	13,398	10,958	20,069	14,645	12,070

The quantities shipped this year represent very closely the estimates formed in my last Report. The exportation of 1866 will, I believe, show no material difference with 1865, although the value of produce being still further enhanced, the districts supplying the port will dispose of all they can afford.

Imports.—The amount is only 56,784*l.*, which is a decrease of 10,152*l.* compared with that of 1864, and on the five years average, 1860-64, a diminution of 12,379*l.*

With the exception of furs and other goods, the decrease is shown almost in every article. One reason given for the scant importation is the unfavourable state of the exchange, which materially enhances the cost. Another cause doubtless lies in the impoverishment of the population of this district from a series of bad crops.

The subjoined Table shows the amount of importation in the past five years, distinguishing that received from Great Britain.

Articles.	1861.	1862.	1863.	1864.	1865.
	£	£	£	£	£
Coals	822	705	198	146	299
Coffee	2,102	3,226	2,240	1,797	1,469
Tea	..	4,324	5,305	4,402	2,182
Sugar	2,333	..	2,243	..	95
Molasses	..	..	..	..	196
Lead	284	747	903	349	..
Oil	3,125	3,385	3,449	3,153	3,024
Salt	1,677	3,949	3,100	2,300	1,057
Logwood	..	..	30	445	53
Wine	5,171	4,568	5,144	6,371	3,582
Champagne	157	112	460	721	746
Furs	6,372	7,230	5,374	1,692	2,747
Fish	31,257	31,376	41,928	39,409	36,621
Fruit	555	752	1,062	1,168	709
Machinery	983	4,037	6,098	2,231	766
Iron	1,461	..	..	80	29
Tin	1,549	..	..	..	..
Other Goods	3,332	5,097	2,946	2,672	3,209
Total .. £	61,180	69,508	80,480	66,936	56,784
From Great Britain £	13,233	20,407	21,749	12,451	8,759

These amounts are taken from the custom-house valuation, which is based on invoice cost. The reduction into sterling is at the average rate of exchange of each year, with the exception of this year, as explained under exports.

Market Prices of Goods.—The average rates paid for the principal articles of exports were as follows:—

	£	s.	d.	
Linseed..	..	2 12	8	per imp. quarter, free on board.
Oats ..	..	0 14	5	" "
Rye ..	..	1 4	0	" "
Flax ..	..	63 7	8	per ton " "
Flax Tow ..	..	45 18	9	" "
Train Oil ..	..	31 14	5	" "
Tallow ..	..	31 6	0	" "
Rye Flour ..	..	6 8	8	" "
Tar ..	..	0 11	4	per barrel " "
Pitch ..	..	0 7	1	per cwt. " "
Mats ..	..	3 2	9	per 100 " "
Deals ..	..	6 14	2	per standard 100 " "

For imports no market prices can be quoted, as their sale is confined to retail.

Trade Laws have undergone no changes this year.

Tariff.—The only alterations to be noted are the following:—Crushed lump sugar, formerly prohibited, is now admitted at 3 roubles per pood, or 27s. 3d. per cwt.; sauces, preserves, sweet biscuits, and such like, which formerly paid 6 roubles per pood, are now admitted at 4½ roubles per pood, or 40s. 10d. per cwt.; cheese is reduced from 5 roubles per pood to 4½ roubles per pood, or 40s. 10d. per cwt.; fruit in juice, without sugar, paying a duty of 40 copecks per lb., will be liable to a duty of 60 copecks, or 1s. 9d. per bottle, if containing the slightest addition of spirit.

Rates of Exchange.—I subjoin the monthly quotations from St. Petersburg during the past year, as Archangel bills are all negotiated on that exchange.

	Highest.	Lowest.		Highest.	Lowest.
	d.	d.		d.	d.
January ..	31 $\frac{5}{8}$	31	July ..	32 $\frac{1}{16}$	31 $\frac{1}{8}$
February ..	31 $\frac{3}{8}$	31 $\frac{1}{4}$	August ..	31 $\frac{7}{8}$	31 $\frac{1}{2}$
March ..	32 $\frac{3}{8}$	31 $\frac{3}{8}$	September ..	31 $\frac{1}{2}$	30 $\frac{1}{4}$
April ..	31 $\frac{3}{8}$	31 $\frac{7}{8}$	October ..	31 $\frac{5}{8}$	31 $\frac{1}{8}$
May ..	31 $\frac{7}{8}$	31 $\frac{9}{16}$	November ..	31 $\frac{1}{2}$	31 $\frac{1}{8}$
June ..	32	31 $\frac{11}{16}$	December ..	31 $\frac{7}{16}$	31 $\frac{1}{8}$

These quotations are in pence per silver rouble. The St. Petersburg charges for negotiating bills and for transmission of the proceeds are, in general, not added to the rate of exchange by the Archangel merchants, but are entered separately in their invoices.

Weights, Measures, and Monies.—The English equivalents of weights and measures, as used in trade, and according to which I draw up my Returns, are as follows:—

1 Pound Russian..	..	= $\frac{9}{16}$ th of a Pound English.
1 Pood, or 40 lbs. Russian	..	= 36 lbs. English.
63 Poods ..	..	= 1 Ton.
1 Chetvert ..	..	= $\frac{7}{16}$ th of Imperial Quarter.
100 Chetverts	..	= 70 Quarters.

For the reduction of Russian money into English, in making up my returns this year, I have calculated one rouble equal to 35d., or six roubles 86 copecks equal to 1l. sterling.

AGRICULTURE.

All over the Archangel Government there was a failure of the crops last year, and it has required strenuous efforts and a heavy expenditure on the part of Government to prevent actual famine. The crisis is now considered to be past, and as the Government is likewise supplying the peasants with seed corn, it is hoped that the calamity will terminate with the next harvest.

POPULATION AND INDUSTRIES.

By returns of the Statistical Committee the population of the Archangel Government in 1865 was 128,859 males and 140,149 females, total, 269,008; and of the town itself, 9,911 males and 9,181 females, total, 19,092.

These returns show, as was thought at the time, that those for 1864 were not correct.

There is a great complaint this year of want of employment. No new industries have been started; in fact, it is not evident that they could be, and the dearth of living has put a stop to all work that could be deferred.

PUBLIC WORKS.

Under this head I have merely to report a reduction of telegraphic charges. A message of twenty words to London now costs 3 roubles, or 8s. 9d., instead of 6 roubles 83 copecks, as formerly.

PORT OF ONEGA.

SHIPPING AND NAVIGATION.

In number the amount of shipping cleared from this port in the past year is less than in the preceding; but in tonnage it shows a slight increase, and both in number and tonnage it exceeds the average of the five years 1860-64.

The average clearances of these five years was 33 vessels, 13,766 tons, while the amount of this year's shipping was 37 vessels, 17,787 tons.

The average number of British shipping cleared in same years was 3 vessels, 1,209 tons; the amount this year 4 vessels, 2,145 tons.

Five British vessels entered the port, but one was lost in the roads.

The subjoined Table exhibits the number and tonnage of vessels cleared at the port in each of the past five years, distinguishing the amount of British.

Years.	Total.		British.		British in Indirect Carrying Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1861	30	11,418	2	696	..	..
1862	30	12,691	6	2,987	..	..
1863	33	14,687	2	865	..	..
1864	42	17,542	2	792	..	..
1865	37	17,787	4	2,145	1	508

Exclusive of the above, the number and tonnage of Russian coasters cleared for Norwegian Finmark in same years were as follows.

Years.	Vessels.	Tonnage.
1861	24	1,269
1862	23	966
1863	33	1,405
1864	43	1,630
1865	42	1,687

TRADE AND COMMERCE.

Exports.—Deals is the only article exported, and the quantity continues to increase.

The average value exported in the five years ending 1864 was 39,868*l.*, and was this year 55,657*l.*

The quantities and values of the shipments in the last five years, distinguishing the export to Great Britain, are exhibited in the subjoined Table.

			Quantity.	Value.
			Std. 100	£
In 1861	..	..	5,909	38,778
1862	..	..	5,783	34,705
1863	..	..	6,164	37,221
1864	..	..	8,033	56,974
1865	..	..	8,736	55,657

Of which were exported to Great Britain—

			Quantity.	Value.
			Std. 100	£
In 1861	..	..	4,714	33,996
1862	..	..	4,821	30,915
1863	..	..	5,127	32,822
1864	..	..	6,863	57,530
1865	..	..	7,476	50,895

Imports.—As in 1864 the importation consists merely of some machinery for the mills from Great Britain, and fish and salt from Norway.

The amount last year was 6,911*l.*, and this year 6,252*l.*, composed as follows :—

			£
Machinery, from Great Britain	..	..	292
Fish, from Norway..	..	..	5,327
Salt	..	..	611
Other Goods	..	..	22
Total	..	..	£6,252

Under other heads there is nothing to report of Onega which has not been already placed in the Report of Archangel.

Archangel, March 31, 1866.

SANDWICH ISLANDS.

HONOLULU.

Report by Mr. Acting Consul-General Green on the Trade of Honolulu for the Year 1865.

THE published official returns of the Collector of Customs, giving the whole commercial statistics of this kingdom for the year 1866, and a comparative view of the commerce of the Sandwich Islands for each year, from 1846 to 1865 inclusive, exhibit a similar large and steady improvement during 1865 to that which has taken place since 1861; and in the item of domestic produce exported, which may perhaps be considered the most satisfactory test of the advancement and prosperity of the country, the figures are as follows:—

					Dollars.	Cents.
In 1861 ..	..	..	..	..	476,872	74
1862 ..	..	..	..	..	586,541	87
1863 ..	..	..	..	..	744,413	54
1864 ..	..	..	..	..	1,113,328	81
1865 ..	..	..	..	..	1,430,211	82

or trebled in four years. The dollar here mentioned may be called equal to 4s., or five dollars to 1*l*. sterling.

The imports have corresponded, as they always must, with the exports; but the great increase has been from the United States, Pacific side,—or, in other words, mainly from the large mart of San Francisco, with which port, indeed, our main business is transacted both in imports and exports. The trade with the United States, Atlantic side, has been a stationary, or gradually decreasing one.

The cause of the large trade with San Francisco is simply that it is a near and large market; and these facts of proximity and extent seem to outweigh the great hindrance to trade caused by the excessive duties placed upon our main article of export,—sugar, and which duty amounts to between 50 and 100 per cent. on its value here. In addition to this, importers here have to pay many thousands of dollars in the price of goods ordered from San Francisco, and which have paid the high import duties there. A very important proportion of the 643,253 dollars 42 cents imported from the United States, Pacific side (San Francisco) consists of small orders from large numbers of persons for every variety of merchandise, and which cannot be obtained in bond there in such small quantities.

The British free port of Victoria, Vancouver's Island, which is not much further from this than San Francisco is, offers decided advantages over the latter port for trade with these islands, inasmuch as there are no import duties, and many articles can be obtained there much more cheaply than in San Francisco. The trade has, therefore, been a steadily increasing one, the imports of goods from thence paying duty having been, in 1862, only 4,672 dollars 22 cents, increased in 1863, to 32,210 dollars 52 cents; in 1864, to 54,153 dollars 47 cents; and in 1865, to 56,973 dollars 66 cents.

This trade would probably have shown still further development during the last year, had not the free port principle at Victoria been seriously attacked and endangered by the local legislature, and a small per-centage was levied on invoices, which naturally checked the confidence of merchants trading with that port.

The great obstacle, however, to the trade of the Sandwich Islands with Victoria, Vancouver's Island, is the smallness of the market there. These islands could buy from or sell to the merchants of Victoria ten times the quantities they now do if the goods were to be found there, or if they could consume the sugar, coffee, &c., that we could send them ; but, should the Legislature of Victoria persistently preserve their free port, there is very little doubt that it would shortly become a much more important depôt, and the Sandwich Island trade with it would correspondingly increase.

There is every prospect that the prosperous state of trade of the Sandwich Islands, as shown by these returns, will continue for some time, in about the same ratio, as only a small portion of the lands capable of cultivation are yet worked.

Steam navigation between Honolulu and San Francisco will also tend to its more rapid development. The pioneer steamer of the regular line, the "Ajax," of 1,400 tons, arrived on the 27th ultimo, and is advertised to be here again about the middle of March.

The effect of regular steam communication will be to move, as it were, the Sandwich Islands 1,000 miles nearer to San Francisco, and to more intimately unite them with its great trading neighbour and customer.

It will tend also to bring to these shores American and even European capital and enterprise ; and, more particularly, it will give the hard-working and enterprising western farmers and mechanics from the United States, who have crossed the Rocky Mountains and the Sierra Nevada, and arrived at the shores of the Pacific, an opportunity of pushing on still further west, and of forcing our fertile land to yield its products, as they have already done to such a wonderful extent for the land of California.

These islands and Great Britain, as well as the other commercial centres of Europe, suffer from the great distance between us and them. Our merchants and planters can obtain most important articles of merchandise and material for carrying on successfully the sugar manufacture and other enterprises much more cheaply from England or the continent of Europe, but the very long time that it takes to communicate and get out the goods *via* Cape Horn, obliges them to pay much higher prices in San Francisco, as they can be got so quickly from thence.

As screw steamers can now carry merchandize so cheaply, and regular steamers run from Liverpool to Colon, on the Isthmus of Panama, it would seem that a couple of moderate sized but fast screw steamers between Panama and Honolulu direct would be of great advantage to British trade in particular ; and probably, with the assistance of a moderate subsidy for carrying the mail, could be made to pay, especially in the light of feeders to the lines on the Atlantic side.

The Americans have granted a large subsidy to a steam company to run a line of steamers between San Francisco, Japan, and China, touching at these islands both ways. Several fine boats are now building for this line, and are between 4,000 and 5,000 tons burden. They expect by these steamers to divert a considerable portion of eastern traffic to Europe *via* the United States, instead of *via* the Isthmus of Suez. And if they are at all correct in this expectation, an independent line from Panama to Japan and ports in China, touching at the Sandwich Islands, would be still quicker, cheaper, and more convenient for European traffic than *via* San Francisco. It is to be observed, also, that whilst the Sandwich Islands are as near as possible in the direct line between Panama and Japan or Shanghai, they are very much out of the direct line between San Francisco, Japan, and Shanghai ; and for the return trip from these

latter ports to San Francisco, the winds are so notoriously unfavourable, that it is expected the Company who took this contract will endeavour, next session of Congress, to be allowed to avoid touching at the Sandwich Islands on the return trip. Excellent coal from Nanaimo, Vancouver's Island, can be had down here at about 11 dollars per ton, Sydney coal at the same price, and best Welsh steam-coal at about 14 dollars per ton. The Government here is always anxious and ready to give steam lines calling at Honolulu every facility in the way of wharves, remission of dues, &c., but the vessels ought not to draw over 18 or 19 feet of water, although there is 21 feet on the bar. If a line of steamers were established between ports in China, Japan, and Panama, touching at these islands, the steamers suggested between this and Panama would, of course, be unnecessary.

In 1862 and 1863, the whale-ships which came to these islands to refit had decreased so much in number that this source of prosperity had almost come to be overlooked in the general increase of our other resources; but, since 1862, there has been a steady increase in their number, for the entries of whale-ships, which, in 1862, were 73; in 1863, were 102; in 1864, 140; and in 1865, 180; and would have been far more in this last year had it not been for the depredations of the "Shenandoah," which caused a loss of many thousands of dollars to the people of these islands, both directly and indirectly, and gave us a blow from which it will take some time to recover. Had it not been for her ravages, the number of whalers entering our ports would have begun to approach the number which used to refit here in former years, and which in 1859, reached 549 square-rigged vessels.

On reviewing all the facts connected with these islands, their extent, their actual productions, their undeveloped resources, the enterprise of the inhabitants, the position of the group in the North Pacific Ocean, rendering them the only "West Indies" for the rapidly increasing populations of North-western America, the depôt for the great northern whaling fleet, and, probably, for one or more great steam lines connecting America and the East, one cannot help being impressed with their future probable importance, and that this greatly increased importance may almost immediately exhibit itself.

It is undeniable that, from the circumstance of their being so near the great American port of San Francisco, and between it and China, and also the depôt for American whale-ships, the prosperity of the Sandwich Islands will mainly reflect to and from the prosperity of the United States; and it is in the nature of things that it should. The commerce of Great Britain, however, with these islands must increase in proportion as their resources are developed; and I am not aware of any more likely means for Great Britain to reap the full benefit of the increasing prosperity of the Hawaiian kingdom than by maintaining the British free port of Victoria, Vancouver's Island, and by a direct steam line between Panama and Honolulu.

Honolulu, February 28, 1866.

SPAIN.

VIGO.

Report by Mr. Consul Brackenbury on the Trade of Vigo for the Year 1865.

SHIPPING AND NAVIGATION.

THE Spanish merchant navy was increased within this Consular district, during the year 1865, by the purchase and transfer to the Spanish flag of seven British vessels with an aggregate tonnage of 2,678 tons, and of the value of 34,700*l*.

A Spanish barque of 466 tons was also launched and fitted out at the yard of Señor Abella, near Ferrol.

Of the French vessels which arrived at Vigo, two brought cargoes of railway material, and one a cargo of coals from Cardiff.

The Portuguese Government obtained in March, 1865, a concession from the Spanish Government, whereby Portuguese vessels putting into Vigo Bay by stress of weather, denominated "Arribadas forzosas," are exempted from payment of anchorage dues. This being a harbour of refuge for vessels passing along this coast in stormy weather, the above-mentioned concession is a great boon. By referring to my lists of the vessels of all nations which arrived at and departed from this port during the year 1865, and which I subjoin, it will be seen that 23 British vessels, with an aggregate tonnage of 7,431 tons, put into Vigo Bay windbound or in distress.

TOTAL NUMBER of Vessels Arrived at Vigo during the Year 1865.

	Vessels.	Tonnage.	Crews.	Passengers
Spanish—				
Vessels from Spanish Colonies for Vigo ..	17	2,734	204	17
Vessels from Spanish Colonies to perform quarantine.	124	24,765	1,654	957
Vessel from Spanish Colonies bound to Foreign Ports.	1	273	15	..
Vessels from Ports in South America for Vigo.	8	1,309	83	10
Vessels from Ports in South America to perform quarantine.	7	674	71	..
Mail Packets from Havannah to perform quarantine and bound to Cadiz.	10	4,153	955	2,031
Steam Vessels from England with part cargo for Vigo.	13	3,424	335	40
Steam Vessels from France with part cargo for Vigo.	16	2,397	352	102
Sailing Vessels from other Foreign Ports to Vigo.	18	1,553	129	2
Steam Vessels employed in Coasting Trade	188	36,745	4,451	10,368
Sailing Vessels employed in Coasting Trade	461	13,060	2,419	150
Steam and Sailing Vessels windbound, or in distress, or for orders.	38	3,623	299	29
British—				
Sailing Vessels with cargoes for Vigo ..	21	4,166	178	..
Steam Vessels from Cadiz for Oxen and Eggs for England.	21	15,464	724	..
Steam Vessel from England for Oxen for Gibraltar.	1	994	38	..
Steam and Sailing Vessels windbound or in distress.	20	7,047	419	..
Sailing Vessels from Newfoundland for orders or in distress.	3	384	26	..
Steam and Sailing Vessels from Swansea to Cadiz, &c., sent to perform quarantine.	10	1,507	83	..
French—				
Sailing Vessels with cargoes for Vigo ..	3	249	17	..
Steamers from France and Portugal with part cargo and passengers.	9	1,540	214	..
Steam and Sailing Vessels windbound or in distress.	5	610	44	..
Sailing Vessels from Swansea to Cadiz, &c., sent to perform quarantine.	2	308	12	..
Norwegian Sailing Vessels with cargoes for Vigo.	3	874	32	..
Danish—				
Sailing Vessels with cargoes for Vigo ..	2	287	15	..
Sailing Vessels to perform quarantine or windbound.	2	508	22	..
Hanoverian Sailing Vessel windbound ..	1	180	8	..
Dutch Sailing Vessels windbound.	2	488	32	..
Russian—				
Sailing Vessels with part cargoes for Vigo..	2	405	18	..
Sailing Vessel windbound	1	165	8	..
Portuguese—				
Steamers from Portugal and France with passengers.	16	4,446	408	788
Sailing Vessels windbound or in distress ..	52	7,105	470	12
Brazilian Sailing Vessel to perform quarantine.	1	292	10	..
Total	1,058	141,729	13,745	14,506

TOTAL NUMBER of Vessels Sailed from Vigo during the Year 1865.

	Vessels.	Tonnage.	Crews.	Passengers.
Spanish—				
Vessels having performed quarantine and bound to Ports in Spain.	122	24,845	1,535	643
Vessel having performed quarantine and bound to Foreign Ports.	1	273	15	..
Vessels from South America having performed quarantine.	7	674	76	1
Vessels from Vigo to Spanish Colonies	4	642	52	144
Vessels from Vigo to Ports in South America.	2	528	31	222
Steam and Sailing Vessels from Vigo to England.	10	3,335	278	3
Sailing Vessels to Ports in Europe ..	6	852	71	..
Mail Packets from Havannah having performed quarantine.	10	4,153	1,018	724
Steam and Sailing Vessels windbound, or in distress, or for orders.	38	3,623	299	29
Steam Vessels employed in coasting trade	218	40,810	5,034	9,280
Sailing Vessels employed in coasting trade	459	16,222	2,542	56
British—				
Sailing Vessels from Vigo in ballast ..	21	4,175	178	..
Steam Vessels from Cadiz for London taking Oxen, &c., at Vigo.	21	15,464	724	..
Steam Vessel from England for Gibraltar taking Oxen at Vigo.	1	994	38	..
Steam and Sailing Vessels windbound or in distress.	22	7,303	436	..
Sailing Vessels from Newfoundland bound to Ports in Portugal.	3	384	26	..
Steam and Sailing Vessels from Swansea and Cadiz to perform quarantine.	10	1,507	83	..
French—				
Sailing Vessels from Vigo in ballast ..	3	249	17	..
Steamers for Ports in France or Portugal	9	1,540	214	..
Steam and Sailing Vessels windbound or in distress.	5	610	44	..
Sailing Vessels from Swansea to Cadiz having performed quarantine.	2	308	12	..
Norwegian Sailing Vessels in ballast for England and Quebec.	4	1,318	47	..
Danish—				
Sailing Vessel with cargo for Portugal, 1; in ballast for Cardiff, 1.	2	287	15	..
Sailing Vessels windbound, or having performed quarantine.	2	508	22	..
Hanoverian Sailing Vessel windbound ..	1	180	8	..
Dutch Sailing Vessels windbound	3	662	41	..
Russian—				
Sailing Vessels with part cargo for Portugal	2	405	18	..
Sailing Vessel windbound	1	165	8	..
Prussian Sailing Vessel in ballast for Ports in England.	1	142	7	..
Swedish Sailing Vessel in ballast for Ports in England, or windbound.	2	359	18	..
Portuguese—				
Steamers for England or France from Lisbon.	16	4,446	408	788
Sailing Vessels windbound or in distress.	52	7,105	470	12
Total	1,060	144,068	13,785	11,902

TRADE AND COMMERCE.

On the sum total of import trade in 1865 there is a decrease as compared with that of 1864 of 19,745*l.* 15*s.* 5*d.*, which may be chiefly attributable to the diminution in value of imports of iron, textures, and hides.

	1864.			1865.			Decrease in 1865.		
	£	s.	d.	£	s.	d.	£	s.	d.
Value of Imports in Iron	42,049	8	9½	5,296	6	6	36,753	2	3½
" " Textures.	48,862	8	11	18,110	11	0½	30,751	17	10½
" " Hides....	37,094	0	0	31,397	16	0	5,696	4	0

While there is a decrease on the sum total of imports, there is a considerable increase in the value of imports on the following articles :—

	1864.			1865.			Increase in 1865.		
	£	s.	d.	£	s.	d.	£	s.	d.
Cod Fish from Norway ..	7,472	0	0	23,777	15	7½	16,305	15	7½
Sulphur	246	16	0	5,655	10	2½	5,408	14	2½
Flax	1,369	8	0	2,441	18	0	1,072	10	0
Sugar	43,484	4	10	51,866	8	0	8,382	3	2
Cocoa	32,472	17	10	37,994	10	5	5,521	12	7
Coffee	209	18	7½	1,909	7	2½	1,699	8	7

In the export trade there is an increase in 1865 of 7,113*l.* 2*s.* 4½*d.*, as compared with 1864. In specie alone the large amount of 15,612*l.* was exported last, while in 1864 only 1,749*l.* 10*s.* was exported. The cause of this great increase in the exportation of specie, which was effected in English gold coin, is to be attributed to two facts: one, the general rise of the exchange on England, owing to the value of importation of English manufactures and produce being greater than that of the export trade; the other, to the fact of Portuguese purchasers of oxen having made purchases in this province which were shipped in Portugal for England, the amount of which, they being obliged to pay in Spanish coin, compelled them to sell the English gold they held, and which with them is current money, and which was subsequently bought up as a commercial speculation, and re-shipped to England.

At the present moment in which England is, and has been, suffering so greatly from the cattle plague, it cannot but be interesting to present some detail as regards cattle in this part of Spain, and the great increase in that branch which has developed itself within a period of six years in the four provinces of Galicia, as shown by the subjoined return printed by the General Department of Statistics, and published in January last.

RETURN of Bulls, Cows, Oxen, and Calves, in the undermentioned Provinces.

	1859.			1865.			Increase in 6 Years.		
Coruña	133,829			255,446			121,617		
Lugo	100,908			184,953			48,045		
Orense	76,464			142,314			65,850		
Pontevedra	67,549			173,642			106,093		
Total	378,750			756,355			341,605		

The disease known as rinderpest or cattle plague has not hitherto invaded Galicia, nor, as far as I can learn, Spain.

It may not here be out of place to state that breeders of cattle, or graziers on a large scale, are not to be found in Galicia, nor are the cattle herded in great numbers. Thus the 756,355 head of horned cattle comprising bulls, cows, oxen, and calves, are divided amongst the peasantry, and yet not one case could be found where any one single party possessed twelve head, and the majority do not possess upwards of two.

AGRICULTURE.

The prices of the several sorts of corn, grain, and potatoes, as also of wine, during the four quarters of the year 1865, were as follows:—

	March.				June.				September.				December.							
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.				
Wheat, soft ... per Imperial qr.	51	5	to	59	4	51	5	to	59	4	57	5	to	71	3	71	3	to	79	2
Indian Corn ... " " "	35	2	40	7	35	2	40	7	35	3	40	3	24	4	29	9				
Rye ... " " " "	25	5	36	6	32	7	40	7	32	6	40	8	40	7	48	9				
Beans... " " " "	45	0	55	0	50	0	60	0	40	0	50	0	40	0	50	0				
Potatoes ... " " " per ton	91	10	110	2	110	2	137	8	73	6	91	10	101	0	119	5				
Wine... per butt of 126 gallons	125	0	166	8	125	0	166	8	104	2	145	10	104	2	145	10				

Wheat.—The crops of wheat last year were middling, both in quality and quantity, and consequently the prices which had remained steady during the first six months rose after that period, and continued to rise to the end of the year.

Indian Corn.—The crops of this grain were very abundant, and of very good quality.

Rye.—As the crops were short there was a continued rise in the prices throughout the year.

Potatoes.—The disease showed itself so strongly in the early part of the season that fears were entertained that the crops would fail entirely, but as it did not spread, the yield was much more abundant, and of better quality than was expected, and prices fell considerably in September, although a further rise occurred at the end of the year.

Wine.—Although the disease developed itself in the vine in many places with greater intensity than in the preceding years, it was effectually subdued by the application of the flowers of sulphur, of which a much greater quantity was imported than during the year 1864, and was very generally applied to the vine with such good results as to produce a good vintage, and consequently a fall in the price of wine at the end of the year.

Public Works.—The firm of the sub-contractor of the railway between Orense and Vigo having stopped payment, the works on this line, never very fully developed, have been suspended.

PASSENGER TRAFFIC.

During the year 1865 the number of passengers who arrived at Vigo by sea amounted to 14,506.

In Spanish Vessels from Spanish Colonies	17
" Vessels from Spanish Colonies to perform quarantine..	957
" Mail Packets from Havannah to perform quarantine	
" and bound to Cadiz	2,031
" Vessels from South America	10
" Steam Vessels from England and France	142
" Sailing Vessels from other Foreign Ports	2
" Steam Vessels employed in Coasting Trade	10,368
" Sailing Vessels employed in ditto	150
" Vessels windbound or in distress	29
Portuguese Vessels from Lisbon and France	800
Total	14,506

The number of passengers who left Vigo by sea were 11,902.

In Spanish Vessels having performed quarantine..	..	..	643
" Mail Packets from Havannah after performing quarantine ..	..	..	724
" Vessels bound to Spanish Colonies ..	..	..	144
" Vessels bound to South America ..	..	..	222
" Vessels bound to Foreign Ports ..	..	..	3
" Vessels windbound or in distress ..	..	..	29
" Steam Vessels in Coasting Trade ..	..	..	9,280
" Sailing Vessels in Coasting Trade ..	..	..	56
" Vessels from South America ..	..	..	1
In Portuguese Vessels bound to France or Portugal ..	..	..	788
" Vessels windbound or in distress ..	..	..	12
Total			<u>11,902</u>

These lists do not include the number of passengers conveyed to and from Vigo in the British and French steamers, of which no returns are kept.

Equivalents of weights and measures referred to in the returns of import and export trade :—

1,015 kilogrammes	=	1 English ton.
100 litres		22 Imperial gallons.
1 cubic metre		35·31 cubic feet.
1 square metre		10·76 square feet.
1 metre		3·280899 English feet.

Vigo, May 12, 1866.

T U R K E Y.

BOSNIA.

Report by Mr. Consul Holmes on the Trade of Bosnia for the Year 1865.

THE trade of Bosnia during the past year has not presented any feature of peculiar interest. As I have before stated, its imports are limited to the supply of the necessities of about a million of people, and its exports depend on the demand in Austria, to which country its whole trade is almost exclusively confined; the fluctuations of which are never, therefore, very considerable.

The exportation from Bosnia was probably last year a little in excess of 1864. The plum crop was very abundant, and the produce sold well in Austria. Wool was also exported in larger quantities than usual. The cattle trade has not yet recommenced; some Turkish dealers sent herds to the frontier last autumn, but could only sell at a loss; for though the murrain had long since disappeared, there seemed no desire to purchase Bosniac cattle. The grain crops of all kinds were good, but as they were equally so in neighbouring countries, there was no demand for grain, and the produce remained in the country. The imports, so far as I can learn, were not below the average of other years. Until this province, however, can avail of its seaport at Klek, and establish direct communication with other countries besides Austria, there can be no great extension of its commerce. At present Bosnia has no inducement to augment her exports, as she has no market for anything which is not required by Austria; and the demand for what Austria does require is in general very limited. The people, therefore, naturally neglect many things which would prove sources of wealth to them if they could reach other markets; and as they cannot turn the natural wealth of the country to account, they cannot afford to import much beyond what is strictly necessary to them, and this, of course, will continue to be the case until they can freely dispose of all they can produce, and are able as freely to supply their own demands direct from the best and cheapest markets.

I do not, therefore, send any tabular details of the trade of Bosnia for the past year, as those which have been already given in former years will continue to represent as nearly as possible, the average annual commerce of the province until some radical change takes place in its relations with other countries.

I am glad to say that road-making is still continued throughout the province, for, however badly they are made, they are, it is to be hoped, foundations for better works in future, and are an immense improvement on the old horse tracks which formerly existed. It is astonishing, nevertheless, how little the authorities and the people have improved in road-making since they commenced five years ago. They have had experience of their deficiencies, and yet they continually repeat them; and consequently their roads are never in good condition, and, for want of the most elementary engineering ability, are barely practicable for loaded carts. Notwithstanding these drawbacks, there are now some five or six hundred carts and carriages in Serajevo, where, five years ago, there did not exist half a-dozen altogether. The principal roads now in process of construction are those from Mostar to Serajevo, and from Livno to Travnik. The former is a most important work in a strategic point of view; it will

connect the Herzegovina with Bosnia, and if ever Turkey obtains permission to use the port of Klek, it will be the great commercial road of the province. The other road will give great facilities to the existing trade with Trieste, and will probably improve it.

The attention of the Government has at last been seriously given to ascertain the mineral resources of Bosnia. A Prussian mining engineer has been engaged to travel through the country, and report on the different existing mines, and the qualities of the ores, and to indicate where new mines may be advantageously opened. Bosnia is very rich in mineral produce, yielding copper, lead, iron, antimony, quicksilver, orpiment, and coal; but the only possible manner of turning these riches to account is to encourage foreign capital, intelligence, and industry to undertake the enterprise of working the mines, for in these countries neither the Government nor the people have the slightest idea of how to do so. I trust the Government will understand this, or the mineral wealth of Bosnia will ever remain valueless to Turkey.

The public health was good throughout Bosnia during the whole of last year. No cases of cholera occurred anywhere, though the disorder reached Trieste, and made its appearance on the Danube.

In the north of Bosnia much distress was occasioned by the conduct of the Servian Government. Proclamations were issued and spread abroad by Servian emissaries, promising the people material advantages if they would quit Turkey and establish in Servia. A general movement was the consequence; but the poor people no sooner arrived at the frontier than they were refused admittance, and they had to return to their deserted homesteads, having lost nearly everything they possessed, almost too late to provide for their future subsistence by cultivation, and altogether in a most piteous condition. The authorities did something to aid them, but they are still in great poverty and want.

The Turkish Government is by no means faultless in the discharge of its duties towards its subjects in Bosnia, but their chief curses are, in the first place, their friends and neighbours—Austrians, Servians, and Montenegrins, who are constantly meddling with them and their affairs; and, next, their own inconceivable idleness, ignorance, and credulity.

In June last, the Imperial Firman arrived here from the Porte, by which Bosnia and the Herzegovina were constituted a "Vilayet," and Osman Pasha, the then Governor, was promoted to be Governor-General. A great many new administrative departments were formed, and officers sent from the capital at high salaries to direct them. Numerous councils (Medjlis) were formed in all the Caimakamliks and sub-districts of the province, the chief members of which are to meet at the capital, Bosna Serai, once a year, for the general discussion of the affairs of the province. What advantage will result from all this is not evident at present. The members of the provincial councils will not meet here until after the harvest, and until this has taken place it is difficult to form an idea of the practical result of the new form of administration. One thing, however, is sufficiently clear, and that is that the expenses have been considerably augmented, while it is rather doubted if the people will find the extra cost compensated by a corresponding improvement in the general administration of their affairs.

The past winter was happily extremely mild, so that cattle were able to find pasturage almost the whole season, a circumstance which saved the poorer inhabitants much additional misery. The spring has been also most favourable, and the crops, as well of fruit as of grain and hay, promise an abundant harvest for the present year,

Serajevo, May 1, 1866.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1866.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1866.*

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1866.

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AUSTRIA.

VENICE.

Report by Mr. Consul-General Perry on the Trade and Commerce of Venice for the Year 1865.

THE several returns given of the movements of shipping and of the general trade of Venice for the year 1865, again show a continuation of the gradual decline of the commerce of the port, which has been steadily progressing for several years.

SHIPPING AND NAVIGATION.

				Vessels.		Tonnage.
1862	..	..	..	7,777	..	671,379
1863	..	..	..	6,532	..	623,437
1864	..	..	..	6,216	..	607,173
1865	..	..	..	6,179	..	585,873

From the foregoing Table of the combined arrivals and departures of vessels under all flags (coasters included), it will be seen that in the general movement of shipping in this port during the year, there is a diminution compared with 1864 of 37 vessels and 21,300 tons.

In British shipping there is also a decrease of 4 in the number of vessels arrived during the year compared with 1864, but the tonnage has increased by 2,446 tons, owing to a greater proportion of large steamers, as specified in the following Table of arrivals in each of the last four years.

	Screw Steamers.				Sailing Vessels.			TOTAL.			
	Vessels.	Tons.	Crews.	Horse Power.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Horse Power.
1862... ..	40	38,860	1,571	7,724	36	8,079	370	76	47,339	1,940	7,724
1863... ..	41	36,836	1,691	7,140	30	8,106	311	71	44,932	1,802	7,040
1864... ..	32	25,111	1,017	4,022	40	10,746	400	72	35,875	1,427	4,022
1865... ..	31	27,583	1,050	5,127	37	10,738	385	68	38,321	1,435	5,127

Of the 68 vessels arrived this year there were—

Steamers with Manufactures and General Merchandise from	Liverpool..	..	18
„ „ Colonials „ „ „ „	London ..	..	12
„ „ Iron „ „ „ „	Glasgow ..	..	1
Sailing Vessels with Coals, from	Sunderland ..	..	20
„ „ „ „ „ „	Shields ..	..	6
„ „ „ „ „ „	Newcastle ..	..	3
„ „ „ „ „ „	Glasgow ..	..	1
„ „ „ „ „ „	Pilchards from Cornwall ..	..	3
„ „ „ „ „ „	Herrings „ Great Yarmouth ..	..	3
„ „ „ „ „ „	Tobacco „ New York ..	..	1

Total number of Vessels 68

It will be seen with satisfaction from the following list of vessels and tonnage under foreign flags arrived at this port during the year that con-

siderably more than one-half of the importations have been brought by British ships, viz. :—

	Vessels.	Tons.
British	68	38,321
Italian	227	10,992
Hanoverian	5	473
Hamburgh	1	115
Bremen	1	248
Danish	1	115
French	1	211
„ (Ballast)	1	182
Greek	6	835
Holstein	6	563
Mecklenburg	1	307
Netherlands	14	3,548
Turkish	4	246
Prussian	5	1,162
Russian	1	396
Swedish and Norwegian	11	2,201
Total	353	59,915

TRADE AND COMMERCE.

The following trade returns for this year published by the Chamber of Commerce, again show a decline of the trade of this port compared with preceding years, viz., amount of trade by sea with all ports—

		1865.	1864.
		Florins.	Florins.
Imports {	From Austrian Ports ..	13,749,544	16,129,955
	„ Foreign „ ..	8,845,558	9,978,057
		22,595,102	26,108,012
Exports {	From Austrian Ports ..	4,913,676	5,614,747
	„ Foreign „ ..	7,827,368	7,207,555
		12,741,044	12,822,272
Total		35,336,146	38,950,284

Being a decrease in the trade of Venice by sea, as compared with 1864, of 3,593,138 florins, equal (at the nominal exchange of 10 florins per £ sterling) to 359,313*l.* 16*s.* sterling, almost entirely in the amount of imports; to be attributed, in some degree, to the abundance of the harvest in the Venetian provinces, which rendered the importation of wheat and Indian corn, usually extensive from the Danube and Black Sea, unnecessary, and partly to a smaller importation of Brazil coffee and of olive oil from the Barbary coast.

Amount of trade by river navigation and by land—

	1865.	1864.
	Florins.	Florins.
Imports	28,722,423	28,864,486
Exports	15,602,579	17,957,609
Total	37,325,002	38,822,095

This return also shows a decrease compared with 1864, of 1,477,170

florins, equal to 147,717*l.*; but this likewise is attributable chiefly to no supplies of foreign grain having been required in the provinces.

The entire diminution, therefore, in the trade of Venice in 1865, compared with the preceding year, is—

In the amount of Trade by Sea	Florins.
.. .. .	3,593,138
.. .. . River Navigation and by Land ..	1,477,140
Total	<u>5,070,278</u>

Equal to 507,037*l.* 16*s.*

Direct trade with Great Britain—

	1865.	1864.
Imports	Florins. 3,174,501	Florins. 3,215,751
Exports	2,929,934	4,077,484
Total	<u>8,104,435</u>	<u>7,293,235</u>

There is a small decrease in imports, chiefly in coals, but an increase in the total amount of trade, compared with 1864, of 811,200 florins, or 81,120*l.* sterling.

It is satisfactory to observe by the preceding returns, that although the general trade of Venice has again fallen off in 1865, there has been an increase in the direct trade with Great Britain, and also that the total amount of trade with that country was approximately about one-half of the whole amount of the foreign trade of Venice by sea, which amounted to 16,674,926 florins, or 1,667,492*l.* 12*s.*

The principal articles of traffic with Great Britain in 1865 were as follows—

Imports.

	£
Coals and Coke	72,395
Coffee and Cocoa	32,544
Cotton and Wool	23,028
Wool Manufactures—	£
Cotton	34,170
Woolen	13,120
Linen	5,552
Silk	65
Mixed	2,111
	<u>55,018</u>
Metals—	
Pig Iron, Copper, Tin, and Zinc ..	1,585
Tin Goods	1,905
Iron	1,377
Wrought and Cylinder Iron ..	9,448
Cast Iron	27,735
Brass and Copper Goods	808
	<u>42,858</u>
Oils—	
Cotton	86,052
Linseed	177
Palm	197
	<u>36,426</u>
Hardware	5,495
Sugar, refined	6,758
Cotton, Woolen, and Linen Yarn ..	8,548
Nitre	5,350
Smoked Herrings	5,390
Pickled Pilchards	9,028
Fine Earthenware and Porcelain ..	7,800
And various articles of minor impor- } tance, forming the total sum of }	317,450

Exports.

	£
Hemp and Tow	323,733
Glass Beads Manufacture	118,308
Wheat, Corn, and Grain	19,997
„ Flour	877
Walnut-wood Planks	17,696
Manufactured Wood (Furniture, Picture-frames)	2,106
Objects of Fine Arts	3,110
Shumac	1,997
Agricultural Seeds	1,431
Rags	3,951
Cattle Bones	3,650
Whisks and Brooms	3,353
Wool	695
Various articles of minor importance, forming } the total sum of	292,993

As regards the foregoing statement of imports from Great Britain, it is to be observed that it comprises only such goods as arrive direct from England, and that a considerable quantity of goods, the production of Great Britain, arrive in Venice from Trieste, and in the returns of the Chamber of Commerce form a part of the importations from that port, which comprise likewise the productions of Germany, and other countries. Thus, in regard to manufactures, the imports direct from England of cotton, woollen, silk, and other west goods, figure for only 550,191 florins, or 55,019*l.* 2*s.*, whilst the imports of the same description of goods from Trieste, which comprise likewise the productions of Germany, &c., amount to 1,356,880 florins, or 135,688*l.* With respect to the exports to Great Britain, it will be seen that the only extensive business was in hemp and glass beads manufacture. The high prices maintained in this country, compared with the English market, for wheat, maize, wool, and other articles usually exported, not having afforded sufficient encouragement for exportation.

AGRICULTURE.

Grain.—The wheat harvests in the Venetian provinces generally were good and abundant, and at harvest time a large quantity of the preceding crop still remained in the country; notwithstanding which, the high prices at which the agriculturists of these provinces sustained their produce afforded no margin for the exportation of wheat to England, and but a very small quantity of Venetian wheat was shipped, although extensive shipments of Hungarian and Banat wheat were made at Trieste.

Maize.—The maize harvest was likewise a very successful one, and it being more than adequate to the wants of these provinces, the usual importation from the Danube and Black Sea did not take place.

Hemp.—The crops of hemp in the Roman States were likewise this year abundant and of good quality. Prices were, however, firmly sustained by the growers, and a very extensive business was done in this article with England and the other consuming countries, at prices equal to 34*l.* 10*s.* to 38*l.* 10*s.* per ton for first cordage Ferrara, including freight by steamer to Liverpool and London.

Wine.—The vintage of 1865 was, as anticipated, much more productive than that of the preceding year, and a decline of 25 to 30 per cent. took place in the prices of the wines, which were much better in quality than for several years past. The efficiency of the use of sulphur as a preventative of the disease of the vine seems now established.

Silk.—Notwithstanding the exertions of the cultivators to augment and improve their productions of this important article of commercial industry, by procuring large supplies of new seed from Japan and other

countries of the East, where the silk-worms have not suffered from the disease which of late years has been so destructive to them in this country, as noticed in my Report of 1864. The production of cocoons of the provinces of Venice and the Friuli in the year 1865 are not calculated to have been more than one-half of an average yield, which, based on the reports of the several Chambers of Commerce for the year 1854, may be estimated to be—

					Kilogrammes.
Province of Venice ..	..	..	..	..	10,200,000
„ „ Friuli ..	..	..	..	..	1,568,000
Total ..	..	..	..	..	<u>11,768,000</u>

equal to 25,948,440 lbs. (Venice large pound), would give the production of these provinces in 1865 at about 13,000,000 lbs. of Venice, or 13,683,000 lbs. avoirdupois. The prices obtained for the cocoons varied very considerably, being from 3 to 8 francs per kilogramme, in consequence of the widely different qualities. Some were annual, and these being of good quality were sold as high as 8 francs per kilogramme, equal to 3*s.* 6½*d.* sterling per pound avoirdupois; others were of the description denominated “bivoltine” and “trivoltine,” *i.e.*, producing two or three yields, which being of a weak flossy quality and yielding scantily, were sold at 3 to 4 francs per kilogramme, equal to 1*s.* 1½*d.* to 1*s.* 6½*d.* sterling per pound avoirdupois. This is, however, an exceptional case which has not occurred here before.

The silk proved to be good in the filature, abounding much, however, in that of a greenish colour, caused by the use of Japan seed, which by nature produce silk of that colour, but which is not much liked in commerce. The prices of raw silks were firmly maintained from July throughout the year, at from 90 to 104 francs per kilogramme, equal to 37*s.* to 38*s.* 6*d.* sterling per pound avoirdupois. Silk knots and husks were speedily bought up, at prices varying from 22 to 25 francs per kilogramme, or 8*s.* 1*d.* to 9*s.* 6*d.* per pound avoirdupois. Waste silk was much sought for, and prices were pushed up to 26 francs per kilogramme, or 9*s.* 10*d.* per pound avoirdupois.

Cotton.—My report for the year 1864 contained information taken from the statement of Professor Molin, published in the Venice Official Gazette, regarding the issue of an experimental trial made by him, with the aid of several agriculturists, in pursuance of the instructions he had received from the Governor of Venetia, the Chevalier Toggenburg, to cultivate the cotton plant in the province of Polesine, from which statement it appeared that the trial had been eminently successful. The publication of these statements, however, gave rise to much polemical discussion between scientific men and agriculturists, as to the utility to be derived from the cultivation of this plant in a country so far north, the climate of which is too variable and uncertain to be congenial to its growth; and it was contended that although the plant had taken root, and by great care some cotton had been produced and gathered, the quantity of cotton obtained was by no means sufficient to remunerate the growers, as the land which had been appropriated to it might have been much more profitably cultivated with wheat or maize. The experiment was, nevertheless, repeated by experienced agriculturists in 1865, and the result proved the force of the obstacles opposed to its success. Notwithstanding an unusually hot summer the quantity of cotton produced was insignificant. It was found that the plants cultivated dry perished almost without production; that those cultivated with much care, and by irrigation, in consequence of the cold nights of June, arrived late

and with difficulty at maturity, and that therefore the pods gathered early were few, and the rest were nearly all destroyed by the rain which fell in October. The hope of usefully cultivating cotton in the Polesine is, therefore, illusory.

Timber.—Venice, on account of its proximity to the Po and Adige, and being a free port, is very favourably situated for a timber dépôt, and there is probably a larger collection of timber at this port than at any other place in the Adriatic or Mediterranean.

MINES AND RAILROADS.

With regard to the progress of mining, and all other industrial enterprises, no important change took place in 1865, the generally depressed state of trade having tended more or less to check advancement in all branches.

Railways.—The Brenner Railway is in a forward state, and part of the line may be shortly opened to the public. The line from Padua to the Po is already open as far as Rovigo, but for the present it is confined to military operations.

GENERAL OBSERVATIONS.

Although the trade of Venice during the last few years has been affected by particular circumstances, it is obvious that the rapid and progressive decline in the commerce of this port is consequent on the protracted, uncertain, and unsatisfactory political state of these provinces, by which confidence is destroyed and commercial enterprise paralyzed. Under these circumstances the measures recently adopted by the Government with a view to develop the commercial and industrial resources of the empire, by establishing commercial treaties with the Zollverein, England, and France, by extending the treaty existing with Piedmont to the whole of Italy, as by moderating the customs tariff on the principle of free trade, by permitting the establishment of foreign joint stock companies in the monarchy on an equal footing with those of the empire, together with the opening of the Brenner and Po railways, would certainly have given a healthy impetus to the commerce of this port, but for the uncertainty of affairs to which I have referred, producing that distrust which checks all speculation and mercantile operations.

Venice, June 12, 1866.

COLOMBIA.

CARTHAGENA.

Report by Mr. Consul Fonblanque on the Trade of Carthagena de Colombia, for the Year 1865.

IN the General Report which I had the honour of forwarding on the 1st of August, 1865, I stated that certain new regulations in the custom-houses of this country, if faithfully carried out, would enable me to form the commercial report which my predecessors had been excused from rendering, owing to the difficulty of obtaining trustworthy data upon which to found it. The regulations in question required the administrators of the several custom-houses to compile a very complete set of statistics, but, unfortunately, no extra clerks were provided in this city for the extra work, and consequently the administrator has been unable to perform it. From the merchants no assistance can be obtained.

I am, therefore, very nearly as badly off for material as was my predecessor; but there has been published since the 10th of January, 1865, an official paper called "Anales de la Aduana de Carthagena" (Record of the Custom-house of Carthagena), which professed to give an account of the goods imported and exported, and the movements of every ship that enters the port. From this journal the returns that accompany this Report have been compiled.

Before entering into particulars respecting the trade of Carthagena, it may be well for me to describe the operation of the customs laws—in the first place because I found during a recent visit to England that they were imperfectly understood by our merchants; and, in the second, because I consider that they have a very unfavourable effect upon trade.

Goods imported into the United States of Colombia are charged with duty apportioned to their gross weight, but are divided into four classes, each of which pays a separate rate per kilogram, as follows:—

CLASS I.

(Charged $2\frac{1}{2}$ cents per kilogram.)

Tar and Pitch	Mats
Rice	Saltpetre
Corn	Chalk
Vegetables	Buckets and Tubs
Fruits	Carriages and Carts
Starch	Harness
Arrowroot	Cured Fish
Pumps	Iron and Steel (unmanufactured)
Hydraulic Machines and Gear	Lime
Machinery	Marble
Bottles (empty)	Slates (School, and ditto pencils)
Oakum and Rope Yarn	Reeds
Cork	Barrels
Matches	Mill and Grinding Stones
Flour	Filter Stones
Alabaster	Sacks (empty, and made of material
Straw (for hats)	coarser than "Osnaburg")
Mace	

CLASS II.

(Charged 5 cents per kilogram.)

Petroleum	Paint
Preserved Provisions (not included in 1st Class)	Turpentine
Sugar	Linseed Oil
Pepper and Spices	Varnish
Vinegar	Glue
Coffee	Plate Glass
Cocoa	Glass (not in 1st Class)
Tea	Florida Water
Hemp (manufactured in cordage)	Liquors (not in other classes)
Beer	Tin } Unmanufactured, or in articles
Wine	Lead } not exceeding one kilogram in weight.
Blacking	Zinc }
Brushes (for shoes and horses)	Solder
Copper and Brass, in ingots	Wax Matches
plates	Bellows
stills	Rosin
pots	Looking-glasses (less than 20 centimetres in size)
pans	Soap (common)
muzzles	Tools (iron, not in other classes)
knockers	Iron, in tacks
small wheels	nails and screws
straps	straps and hinges
screws	padlocks
nails	locks
cocks	bits
padlocks	planes
hinges	snuffers
buttons	buckles
candlesticks	knockers
buckles	buttons
hooks	hooks
spikes	keys
thimbles	picklocks
Hops	curry-combs
Furniture (not in other classes)	furnaces
Furs and Skins (not made up)	stoves
Gunpowder	Tinware (for kitchen use)
Sand-paper	

CLASS III.

(Charged 10 cents per kilogram.)

Steel	} Manufactured, and not included in other classes.	Percussion Caps
Iron		Snuff
Tin		Straw Hats
Lead		Tobacco (in leaf or bulk)
Copper		Drugs
Brass		Musical Instruments
Sky Glasses and Lenses		Fireworks
Spectacles		Pencils
Spirits (of all sorts)		Books (blank)
Quicksilver		Wool
Mother of Pearl		Horsehair } Manufactured
Bone		Hemp }
India Rubber		Brushes
Tortoiseshell		Paper
Walking-sticks		Pasteboard
Perfumery		Stationery
Wax and Spermaceti (unmanufactured, or in candles)		

CLASS IV.

(Charged 34½ cents per kilogram),

Includes all goods not declared free or included in the preceding classes

There is no duty upon exports.

The shipper of goods to this country must take an invoice, in triplicate, of the articles in each package, to the Colombian Consul at the port of shipment, to be by him certified as correct in point of description and weight of the merchandise. One copy of such invoice is retained by the Consul, the second he sends direct to the Minister at Bogota, and the third is sent by the shipper to the consignee of his goods, who delivers it at the custom-house at which they arrive. If no such invoice be so presented, the goods (no matter of what description they may be) are charged fourth class duty, and a fine of 10 per cent. is imposed besides.

If goods of different classes are enclosed in the same package, duty of the highest class is charged upon the whole.

These regulations have effectively put an end to the smuggling which was once so prevalent; but they present a bar to the development of trade, and weigh heavily upon the poor consumer. Thus no one can import goods "upon venture" whilst calico pays the same duty as lace, beer as champagne, muslin as broadcloth, watch-springs as guns, and all by *weight*.

Having thus stated the conditions to which imports and exports are subjected, I proceed to details of each.

Imports.

The district in which Cartagena is situated has no manufactures, and does not produce all the food required for the maintenance of its inhabitants; although, as stated in my General Report, there is land within a mile of its walls capable of yielding almost any crop in abundance.

This city, therefore, imports almost every necessary of life, and the few luxuries that a poor people can afford; but, as the "Anales" to which I have referred, merely state the number of packages imported, and their gross weight, it is impossible for me to give returns of the quantities of each article. These are the particulars which the director of the custom-house should have furnished, and which will be furnished in future years.

The following Table will show the number and weight of packages imported during 1865, and the amount of duty levied upon them.

				Quantity.	Weight.	Duty Paid.	
				Bales.		\$	cts.
January	..	..	..	6,469	260,399	37,509	62
February	..	..	..	1,765	87,463	7,479	72
March ..	..	..	..	1,085	48,745	3,625	78
April ..	..	..	..	5,253	263,318	7,333	83
May ..	..	..	..	4,259	304,369	9,848	21
June ..	..	..	..	1,046	256,594	4,157	18
July ..	..	..	..	3,427	144,290½	14,910	58
August ..	..	..	..	6,319	213,568½	17,954	05½
September	..	..	..	2,268	104,576½	11,445	94
October ..	..	..	..	1,526	69,532½	4,970	52½
November	..	..	..	3,825	161,217	12,290	64½
December	..	..	..	2,489	84,335½	6,863	71½
Total ..	..	..	..	39,761	1,998,398½	133,389	70

Exports.

The enclosed Table shows the quantities and value of the principal articles of exportation, not including specie. And here I must premise that the "Anales," from which it is compiled, are obviously imperfect, as they do not record the shipments by the packets of the Royal Mail

Steam Ship Company, and in other instances give only the number of packages exported, without stating their weight or value. This deficiency, however, would not exceed 5 per cent. on the total stated ; and if this be allowed, and the specie exports be added, the total will stand as follows :—

<i>Exports.</i>				£	s.	d.
As per Table ..	..	..	..	74,090	1	5
5 per Cent. for extras (say) ..	..	..	..	3,665	0	0
Specie ..	..	..	..	35,233	0	4
Total..				112,988	1	9

The specie stated above was shipped :—

	£	s.	d.
To the United Kingdom ..	25,725	8	4
France ..	8,927	12	0
The United States..	580	0	0
Total..	35,233	0	4

The last Commercial Report, a copy of which exists in the archives of this Consulate, is one for the year 1858, in which the exports and imports of previous years are thus stated :—

<i>Exports.</i>		
	To Great Britain.	Total Export.
	\$	\$
1845	3,184*	67,440
1848	16,865*	119,825
1852	1,168,530	1,665,920
1853	1,547,985	1,691,305

<i>Imports.</i>		
	From Gt. Britain	Total Importation.
	\$	\$
1835	557,012	2,209,230
1842	134,335	1,035,278
1845	126,605	283,930
1852	326,745	654,080
1854	109,025	312,665

Following the same plan of statement, the exports for the year 1865 will be, to Great Britain, \$204,217 ; total exportation, \$546,615.

This shows a great falling off since 1853, and seems to prove, moreover, that trade with the United Kingdom has declined in a greater ratio than with foreign countries in general ; but the large and increasing tobacco trade with Bremen accounts for the difference.

Prices.—The average prices free on board for the principal articles of export during the year 1865, were, for—

	\$	c.	
Ivory Nuts ..	60	00	per ton.
India Rubber, cut and dried ..	0	56	kilogram.
Tolu Balsam ..	15	00	quintal.
Tobacco ..	23	00	aroba.

The india rubber bought in this city ready for shipment, from January to the middle of April, has cost 72 cents per kilogram ; but at the date of this report, prices have fallen to (about) 52 cents. In Mr. Consul

* Not including specie.

Kortright's Report for the year 1852, he writes :—"The price (of india rubber) here, originally $1\frac{1}{2}$ reals (15 cents) per pound, has risen, owing to the increasing scarcity of the article, resulting from the reckless manner in which the gum is collected, by the cutting down of the tree which produces it." In Brazil, where the culture of india rubber is better practised, I believe that the same tree cannot be "tapped" more than once in three years. The recklessness above mentioned is now out-done in the case of the tagua (vegetable ivory) tree, which bears every year, but is cut down for the more easy gathering of the nuts !

Provisions are bad, dear, and difficult to obtain. Prices for domestic articles are as follows :—

	cents.
Beef or Mutton	80 per kilogram.
Turtle	80 "
Fowls	50 each. "
Sugar	40 per kilogram.
Coffee	40 "
Flour	30 "

In the foregoing Tables—

The kilogram is equal to	2 lbs. English
The aroba	25 "
The quintal	100 "
The dollar	4s.
The cent (about) ..	$\frac{1}{2}d.$

The rate of exchange is regular at \$5 10 cts. to the £ sterling, and good bills on Europe command a premium of from $2\frac{1}{2}$ to 5 per cent.

Prospects of the Country.—I have so recently addressed your Lordship's department respecting the vital wants of this country, viz., means of communication, that it is unnecessary now to re-open the subject. I have to report, however, with regret, that the undertakings to which I referred in my General Report have received no assistance from the Colombians but high sounding words, whilst the Government has been guilty of such bad faith with regard to one of these—the proposed railway from Carthagena to the River Magdalena—that foreign capitalists may fairly decline to risk their money in the country. I look in vain for the elements of improvement. The natives will do nothing for themselves, and foreigners who seek to aid them find their efforts clogged with petty jealousies and intrigues, so that they either leave the country or sink into its ways.

Shipping.—Of 61 British ships which cleared from Carthagena in the year 1865, 12 belonged to the Royal Mail Steam Ship Company, and 11 to the West India and Pacific Steam Ship Company, and these 23 vessels only touch at Carthagena as one point on their round.

No ship has entered direct from England. The Royal Mail Company tranship at St. Thomas the goods brought out for this coast from Southampton; and the West India and Pacific Company's steamers call at Jamaica, Port-au-Prince, and Colon, before touching at Carthagena.

The late war in the United States of North America induced many American ships to assume the British flag. In the year 1858, 26 American ships, of 3,397 tons, entered this port; in 1865, only one of 63 tons appeared.

I am unable to give a correct return of Colombian vessels engaged in the coasting trade, as their movements are not recorded in the "Anales." They are mere barges, and are almost exclusively engaged in transporting yams, cocoa-nuts, and other vegetable produce, from one village on the coast to another.

Carthagena, May 12, 1866.

ITALY.

GENOA.

Report by Mr. Consul Brown on the Trade of Genoa for the Year 1865.

Shipping and Navigation.—The shipping trade with this port during 1865, has fallen off both in number and tonnage as compared with previous years, as will be seen by the following statement of the number and tonnage of the vessels of all nations arrived during the last five years:—

ARRIVALS.

Years.	Foreign Trade.		Coasting Trade.		Total.	
	Vessel.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861	3,802	805,921	5,554	299,141	9,356	1,105,062
1862	2,900	681,596	6,475	460,590	9,375	1,042,186
1863	3,136	774,384	6,754	551,312	9,890	1,325,696
1864	3,481	847,000	6,708	517,176	10,189	1,364,176
1865	2,970	734,983	6,093	502,987	9,063	1,237,870

The next Table will show the share taken by the British, Italian, French, and other foreign flags, in the foreign trade of the port during the last five years.

ARRIVALS in Foreign Trade only.

Nationality of Vessels.	1861.		1862.		1863.		1864.		1865.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	299	121,534	363	154,114	339	164,574	361	166,559	293	160,290
Italian	2,070	305,696	1,341	216,519	1,460	230,018	1,779	326,370	1,738	324,810
Roman	23	1,487	12	1,168	17	1,025	17	1,293	14	719
French	853	226,404	620	155,824	804	197,140	755	186,236	585	152,003
United States ...	114	57,587	91	53,528	32	19,312	15	9,476	17	14,280
Spaniards	79	9,478	89	16,723	99	20,021	78	13,789	88	13,888
Greek	46	9,110	56	10,141	32	6,068	101	20,321	24	4,888
Dutch	48	9,486	52	10,171	65	12,962	60	14,996	44	11,708
Swedish	52	14,133	43	15,294	70	21,779	73	25,514	56	19,821
Austrian	71	16,098	87	20,508	92	22,913	89	24,960	47	11,388
All other Countries...	217	35,867	141	27,606	125	28,572	153	57,488	64	21,188
Total	3,802	805,921	2,900	681,596	3,136	774,384	3,481	847,000	2,970	734,983

These Tables point at once to the fact which is fully borne out by the Returns of Import and Export, namely, that the trade of Genoa has not been active during the year. As will be seen in another part of the Report, the imports for the year have diminished very considerably. The decrease is proportionately distributed among all nations except the French, whose trade and shipping suffered very greatly in the Mediterranean generally, on account of the cholera which afflicted the whole South Coast of France during the summer of 1865.

British shipping decreased greatly in number, but only very slightly in tonnage, for the reasons explained further on.

The following details of the shipping in the foreign trade during 1865

serve to show the proportion of steamers and sailing vessels under each flag, and to compare the tonnage with cargo with that in ballast.

Nationality.		ARRIVALS.					
		With Cargoes.		In Ballast.		Total.	
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	Steamers ..	144	102,384	..	..	144	102,384
	Sailing Vessels	149	57,906	..	..	149	57,906
Italian	Steamers ..	338	63,528	7	691	345	64,219
	Sailing Vessels	1,358	257,527	35	3,064	1,393	260,591
French	Steamers ..	442	138,290	..	..	442	138,290
	Sailing Vessels	142	13,615	1	98	143	13,713
Dutch	Steamers ..	20	8,526	..	..	20	8,526
	Sailing Vessels	24	3,182	..	..	24	3,182
Spanish	Steamers ..	9	3,837	..	..	9	3,837
	Sailing Vessels	78	10,024	1	27	79	10,051
All other Nations ..		217	71,070	5	1,214	222	72,284
Total ..		2,921	729,889	49	5,094	2,970	734,983
		CLEARANCES.					
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	Steamers ..	135	99,105	6	2,750	141	101,855
	Sailing Vessels	21	4,170	84	40,429	105	44,599
Italian	Steamers ..	348	68,754	..	..	348	68,754
	Sailing Vessels	424	78,660	753	185,437	1,117	264,097
French	Steamers ..	432	134,691	..	..	432	134,691
	Sailing Vessels	44	4,240	38	3,314	82	7,554
Dutch	Steamers ..	9	3,732	..	..	9	3,732
	Sailing Vessels	13	2,130	9	1,304	22	3,434
Spanish	Steamers ..	9	3,906	..	..	9	3,906
	Sailing Vessels	34	4,698	45	5,744	79	10,442
All other Nations ..		90	22,404	146	55,380	236	77,784
Total ..		1,559	426,420	1,081	294,358	2,640	720,848

British shipping has fallen off very considerably in 1865, as compared with the previous and other years, in number; but the tonnage, though somewhat under the last two years, is yet above the average of the last five years.

			Vessels.	Tonnage.
1861	..	..	299	121,534
1862	..	..	363	154,114
1863	..	..	339	164,574
1864	..	..	361	166,559
1865	..	..	293	160,290

The falling off in point of number of vessels arrived has been entirely caused by the diminished import of coal during the year, of which some 15,000 tons less were imported in 1865 than in 1864, and must not, therefore, be taken as a sign of a general decrease of importation from England, for as will be seen further on the import from England is larger this year than in 1864.

By far the greater part of the valuable imports from England are brought by the steamers from Liverpool, London, Glasgow, &c., and of

these arrivals there were in 1865, 138 vessels of 99,521 tons burthen, against only 126 vessels of 95,982 tons burthen in 1864.

The following is a summary of the British arrivals during the year, showing the proportion of steamers to sailing vessels, and the nature of the cargoes imported.

	Vessels.	Tonnage.
Steamers from England with general Cargo ..	138	99,521
" France with Machinery	5	2,427
" Alexandria with Cotton	1	436
Sailing Vessels with general Cargo from England ..	5	1,572
" " Coal, Coke, and Iron	96	44,157
" " Fish	17	2,289
" " Petroleum, &c., from the		
United States	7	2,815
" " various cargoes	32	7,073
Total	293	160,290

No British vessel entered in ballast.

The following summary, on the other hand, concerns the clearances from hence during the year, and contrasts sadly with the arrivals, inasmuch as it shows how very few vessels obtain any outward cargo :—

	Vessels.	Tonnage.
Steamers on the regular Lines from England to the Mediterranean cleared with part inward Cargo	134	98,669
" continuing with inward Cargo	2	1,445
" in Ballast	6	1,750
" with Cargo	3	1,464
Sailing Vessels with Cargo for England	21	4,170
" " Italian ports	2	453
" in Ballast for England	30	22,558
" " Italian ports, there	40	10,608
" to Load		
" in Ballast, seeking freight	54	17,871
Total	292	158,988

The coasting trade has also been slack during the year, having been terribly disturbed by the quarantine regulations enforced on account of the cholera.

This trade is every year passing more and more exclusively into the hands of the Italians themselves, and by degrees steamers are supplanting the small coasting craft.

There has been no change within the year either in the port dues or regulations, nor has anything been done worth mentioning in improvements in the harbour. The works are going on steadily, but very slowly, and in fact, until new railways, and especially that which is to put the harbour in communication with Switzerland, are begun, it is useless to hurry the enlargement of the harbour, as it is of ample extent for its present trade, and the trade is not likely to increase until the communication with the interior is adapted to the requirements of modern commerce.

Ship building has not been quite so active as in 1864, and I am not able to give precisely the number of ships built during the year, but I

should estimate the tonnage launched during the year at from 20,000 to 25,000 tons for the whole coast within my district.

Imports and Exports.—The values of the imports and exports during the last five years have been, according to the custom-house registers, as follows :—

Imports.

Years.	By Sea.	By Land.	Total.
	£	£	£
1861	11,848,964	1,042,496	12,891,460
1862	9,257,432	1,215,676	10,473,108
1863	9,605,692	881,416	10,487,108
1864	10,263,068	961,956	11,225,024
1865	8,347,116	662,348	9,009,464

Exports.

Years.	By Sea.	By Land.	Total.
	£	£	£
1861	3,498,800	2,064,544	5,563,344
1862	4,423,628	1,248,688	5,672,296
1863	3,732,456	1,544,960	5,277,316]
1864	3,070,464	1,396,812	4,464,276
1865	3,201,420	19,293*	3,220,713

These Tables show a considerable falling off in the imports, and a slight increase in the exports, and present, on the whole, a less unsatisfactory result than might have been anticipated from the great stagnation of trade during the summer. The prevalence of cholera in the Mediterranean, and the consequent quarantine regulations in force here (Genoa having remained free from the disease), nearly put a complete stop to trading by sea during the hot months. Instead, for instance, of eight or ten steamers per week between this harbour and Marseilles, we were reduced to an occasional steamer without fixed day of sailing, and in the same way the steam communication with the Island of Sardinia, Sicily, and Tunis, and at last also with Naples, was almost wholly suspended.

Besides these there were other disturbing influences acting prejudicially on the trade of this year. Principal among which were the unsettled state of political affairs, and the uncertainty whether the war which all Italians feel to be impending from one year to the other would not burst forth in Venetia, and a widely spread dissatisfaction with the management or mismanagement of the national finances. It is, therefore, satisfactory to find from the returns above given, that the trade of the port has not after all suffered very materially.

Imports.—The decrease in the total importation, as compared with the previous year, is distributed proportionately to the importance of their commercial relations with this place among almost all the countries from whence Genoa draws her supplies, except England.

The value of the imports from England during the last five years have been as follows :—

	£
In 1865.. ..	2,732,232
1864.. ..	2,724,544
1863.. ..	3,506,072
1862.. ..	3,995,628
1861.. ..	4,476,576

* Export trade in transit by land being no longer included this year in Custom-house Returns.

From France, on the contrary, the imports have decreased very largely as compared with those of 1864.

Imports from France—

					£
In 1865..	..	..	..	..	2,867,204
1864..	..	..	..	..	3,262,952
1863..	..	..	..	..	2,568,048
1862..	..	..	..	..	2,301,940
1861..	..	..	..	..	2,792,088

There is, however, this important difference between the state of the import trade from the two countries, that although the imports from England in 1865 exceeded those of 1864, they fall very short of the value of former years; whereas the total from France, though below last year's amount, is yet greater than in any previous year; and I regret to add, that looking back to still older returns only makes the situation still less to the advantage of the British trade. Probably this result is not attributable precisely to any fault on our part, but to the very great progress that the French have made, and are year by year making, in industry and manufacturing power; but it shows clearly enough that if our manufacturers would not be cut out from the markets to which, by reason of greater proximity, the French have readier and cheaper access, they must not neglect any opportunity, but must put forth all their industry and intelligence, for they certainly have most formidable rivals to compete with.

The following Table will show the total value imported by sea during 1865 of each of the leading articles of import, and will serve to contrast the imports from England with those from France, as well as with the total import.

Names of Articles.					Total Import during 1865.	Import from England.	Import from France.
					£	£	£
Wines and Spirits	..	..	..	..	247,840	1,700	179,536
Coffee	..	..	..	..	202,116	51,256	30,816
Sugar, Refined	..	..	..	..	677,248	44,812	440,192
„ Unrefined	..	..	..	..	215,808	55,152	19,532
Essences, Vegetable Juices, &c.	..	..	..	..	358,332	80,456	169,328
Hides and Skins	..	..	..	..	364,032	41,644	18,068
Spun Hemp and Thread	..	..	..	..	97,736	76,060	21,580
Cotton, Raw	..	..	..	..	184,312	107,632	46,940
„ Yarns	..	..	..	..	104,244	102,740	1,460
„ Tissues of	..	..	..	..	607,364	403,261	202,784
Wool, Raw	..	..	..	..	292,704	10,076	54,804
„ Tissues of	..	..	..	..	440,228	247,084	191,108
Wheat	..	..	..	..	728,244	..	49,588
Machinery	..	..	..	..	187,228	125,236	50,986
Hardware, Arms, &c.	..	..	..	..	75,828	13,552	32,804
Cast Iron, Pig, Railway Chairs, &c.	..	..	..	..	39,212	38,264	624
„ Manufactures of	..	..	..	..	12,800	11,340	1,020
Wrought Iron, Rod, Bar, and Rails	..	..	..	..	225,936	171,208	49,032
„ Manufactures of	..	..	..	..	190,484	108,600	75,752
Copper, Unwrought	..	..	..	..	44,624	33,892	10,104
„ Wrought	..	..	..	..	125,156	89,748	31,932
Coal and Coke	..	..	..	..	491,384	454,580	34,904
Other articles, not enumerated above	..	..	..	..	2,434,256	463,936	1,153,360
Total	..	..	..	..	8,347,116	2,732,232	2,867,204

The imports by land during the year were, as more fully specified by the accompanying returns, as follows :—

			£
Total from France	..	..	160,692
" " Austria	..	..	48,268
" " Switzerland	..	..	453,388
Total	..	..	662,348

Coffee.—The import of coffee has fallen from nearly 8,000,000 kilos in 1864, to 3,250,000 kilos in 1865. The reason of this appears to be the overstocking of the market in the previous year. The average consumption of this market is from 5,000,000 to 6,000,000 kilos a year. In the beginning of 1864 very large purchases on speculation were made here, and as towards the end of the year it became known that the then Minister of Finance intended to raise the duty on coffee from 30 to 40 francs per 100 kilos, importers made haste to introduce into the town the whole stock they had in Porto Franco, so that the stock existing in town in the beginning of 1865, on which duty had already been paid, sufficed for the consumption of about five or six months of 1865.

Sugar.—According to the Custom-House returns, the import of refined has risen from about 8,000,000 kilos in 1864, to nearly 19,000,000 in 1865; while that of unrefined has fallen from 19,000,000 kilos in 1864, to about 6,500,000 in 1865. This apparent difference is, however, unreal, being caused, not by any great difference in the quantity or quality of the sugar imported, but by the change in the system followed at the Custom-House in classifying the sugar for the payment of duty. The duty on sugar is 25 francs per 100 kilos for refined, and 18 francs for unrefined. Until November, 1864, it was left to the employés of the Custom-House to determine what should be considered refined and what unrefined sugar; and it was the custom to classify as refined only the fine sorts of crystallized sugar; whereas since that date, by Ministerial order, it has been established that all sugar above No. 20 Dutch standard is to be considered refined, and pay the higher duty. The result of this decision appears by the enormous differences above stated. Other articles under the head "Colonial" have presented no features worthy of note.

Cotton and Cotton Goods.—The importation of raw cotton has, according to the Custom-House returns, fallen from 2,491,000 kilos in 1864, to 2,303,900 kilos in 1865. That of yarns has risen from 421,000 kilos to 651,200; and that of cotton manufactures from 871,500 kilos in 1864, to 1,260,500 in 1865.

These figures are, however, little to be depended upon—at any rate with respect to the import of raw material—for as it pays no duty the registration is very irregularly attended to. According to the Custom-House returns, for instance, 1,345,000 kilos, or more than half the total amount imported, were drawn from England, whereas I am assured by one of the leading importers, and by others interested in the article, that the import from England probably does not amount to one-fifth of the total import, as the quantity of Bengal cotton imported during the year bears a very small proportion to the Egyptian and Italian, and actually not one bale of American cotton has been received here from England during the year, or, in fact, for the last three years.

It appears strange that there should be such a discrepancy between the official returns and the accounts of persons whose sole business is in the trade, but such is the fact; and I regret that I am not able to clear up the point without delaying my report so long as to render it utterly valueless.

While on the subject, I cannot refrain from uttering a word of lamentation on the deplorable neglect of statistics in general in this country, and especially of those concerning trade. At this date the Official

Reports on Trade and Navigation for the year 1864, even, are not yet given to the public; and it is only as a matter of particular favour, and by employing a person on purpose, that I am enabled to get, direct from the custom-house registers, such information as I possess.

Returning from this digression, it appears from information I have been able to obtain from manufacturers, that almost all the foreign cotton imported has been re-exported or sent on in transit—nearly the whole quantity worked up into yarn and piece goods this year, within this district, having been cotton of Italian growth. This is an interesting fact, and I regret that I have not been able to procure any exact information as to the amount so worked up; all that I can learn is that the activity of the cotton industry in this district (Genovesato) has increased considerably as compared with 1864, when the production of yarn and manufactured goods was estimated at one-third of the full production before the cotton crisis. The proportion for 1865 has been two-thirds or more—the number of spindles remaining the same as in 1864, viz., 90,000.

The general range of prices of the raw material has been much below that of 1864, with heavy fluctuations, as shown by the following prices of cotton per 50 kilos in 1865.

					Highest.	Lowest.
					francs.	francs.
Italian, Good qualities	..	..	..	..	260	140
" Low "	..	..	..	..	215	105
Levantine ..	..	..	..	..	205	90
Bengal..	..	..	..	..	165	75

The trade in manufactures of cotton of all sorts has been somewhat more active in 1865, the great fall in price in England having encouraged importers to give orders. British manufacturers begin, however, now to meet with considerable competition in this market, not only from the French, but also from the Swiss and the Germans. The recent Treaty with the Zollverein affords such facilities to the Germans that I am told that in spite of the far greater expense of carriage to this place, they will, in certain articles, such as coloured waistcoatings and other dyed goods, be able to undersell the English; and in twists and printed goods we have already met with serious rivalry from the Swiss. In prints of ordinary quality the French goods are generally preferred to our manufactures.

Metals and Machinery.—I give below a statement of the import of machinery, of the principal metals, and of coal and coke, taken from the custom-house registers. It will be observed that the import of machinery is larger this year than in any previous year, whereas an unusually small quantity of both cast and wrought iron and manufactures of iron has been imported. The import of copper, wrought and unwrought, has increased as compared with last year, but has not been larger than the average of previous years; and the import of coal has decreased; but I may mention that to counterbalance this lessened import there was in the beginning of the current year (1866) a larger import of coal than has ever been known to arrive at once. There were in port at the same moment about 60 English vessels laden exclusively with coal.

IMPORTS of Machinery, Metals, and Coal.

Names of Articles.	1865.	1864.	1863.	1862.	1861.
Machinery ... value francs	4,680,700	3,089,000	2,242,900	2,539,100	2,005,900
Pig Iron... kilos	8,169,166	11,215,833	8,405,833	16,268,562	31,956,674
Manufactures of Pig Iron ..	800,000	5,024,250	3,596,250	5,673,972	1,995,538
Wrought Iron ..	16,138,285	21,976,000	25,950,571	17,725,586	14,572,402
Manufactures of Wrought Iron,,	5,952,625	13,340,000	9,829,375	6,514,770	2,555,728
Copper, Unwrought ...	446,240	307,280	582,480	447,056	675,394
„ Wrought ...	893,971	647,428	806,057	1,009,262	41,198
Coals and Coke... tons	245,692	261,090	261,377	253,239	221,352

Exports.—The following Table will serve to show the value of the exports for the year, and to contrast the proportion of each of the principal articles exported to England and France.

Names of Articles.	Total Export during 1865.	Export to England.	Export to France.
	£	£	£
Wines and Spirits	55,436	912	21,640
Olive Oil	149,748	35,272	23,880
Coffee	66,800	592	1,640
Drugs	170,924	6,836	39,016
Fruits, Seeds, &c. . . .	45,584	4,476	20,748
Cheese and Butter	46,500	1,268	10,040
Hides	133,516	448	5,992
Tissues of Hemp and Flax .. .	29,756	596	1,880
Other Manufactures of ditto .. .	95,152	1,528	41,840
Cotton	55,284	808	52,252
Tissues of Cotton.. ..	123,184	3,144	2,112
„ Wool	158,248	1,960	1,304
Silk, Raw	30,832	5,668	16,676
Tissues of Silk	88,932	6,184	8,992
Other Manufactures of Silk and Cocoons.	41,896	348	25,448
Rice	638,996	7,172	211,408
Vermicelli, Macaroni, &c. . . .	18,830	3,936	3,896
Wood, Manufactures of	25,664	9,232	2,920
Paper	183,824	4,828	5,588
Metals and Ores	156,684	30,024	54,500
Marble and other Stone	88,796	3,548	6,788
Other Articles, not enumerated above ..	797,284	39,344	334,592
Total	3,201,420	168,124	903,152

The exports by land during the year, as more fully specified in the accompanying returns (not including, however, the transit trade) were:—

	£
Exports to Austria	13,319
„ Switzerland	5,973
„ France	1
Total	19,293

It is satisfactory to note that there has been an increased export of nearly all articles of home produce—olive oil is almost the only exception, the export having been 2,500,000 kilos, against 4,000,000 in 1864.

Rice.—The export of rice has been very large, amounting to about 40,000,000 kilos, although, as I am informed, the crop in Piedmont was hardly a good one. The completion of the Cavour Canal is expected to increase the production of rice very much, and it is said that the crop of this year will already be increased by one-third by the facilities of irrigation afforded by the canal. This is important to Genoa, as almost the whole export passes by this port. An exceptional feature in the export

of rice this year was the export of about 800 to 1,000 bags to England, which generally does not take rice from hence. The chief export from hence is to the East—to Alexandria, and in general to all ports of the Mediterranean, and generally some 8,000 or 10,000 bags to the northern ports of Germany.

Paper.—Of paper, which is an important article of manufacture in this district, the export in 1865 was also considerably above the average, having amounted to upwards of 2,000,000 kilos. The chief export for the paper made here is for Mexico and South America, where it is used for cigarettes, and is preferred to machine-made paper.

Marble.—The export of Carrara marble has also been above the average this year.

Metals and Ores.—The export in 1865 has reached a larger amount than in any previous year, and although at present no particular ore that has been tried seems likely to establish a permanent trade as an article of export, I hope that now that the importance of the mineral resources of this country is beginning to dawn upon English smelters, they may find something to suit their wants.

The little copper ore that has as yet been exported from the mines near Sestri has been found of excellent quality, and although the mountains of this neighbourhood do not seem nearly as rich in metal as the Tuscan hills, yet it seems there is enough to encourage the expenditure of capital even in these hard times.

About 1,000 tons of iron pyrites from the Val d'Aosta were shipped here for England this year, but the speculation seems to have turned out a bad one—the quality does not appear, at any rate, to be suited to Newcastle, to which port it was shipped, and where it was treated simply for the sulphur—it was there declared unsuitable, as being too brittle, and containing much extraneous substance.

About 300 tons of lead from the Lago Maggiore district were also shipped from hence to Swansea. This ore was found to yield on 60 to 80 per cent. lead, and a small quantity of silver.

Sample parcels of nickel and cobalt were also sent from the same district, but nothing amounting to an export of these articles has yet been exported from hence.

I subjoin a list of the highest and lowest prices during the year of the principal articles of import and export compiled from the weekly lists of sales and checked by merchants and brokers especially interested.

Imports.

Names of Articles.	PRICES IN PORTO FRANCO.					
	In Italian Money and per Italian Measures.			In English Money and per English Measures.		
	Genoa Measure.	Highest.	Lowest.	English Measure.	Highest.	Lowest.
Coffee, Porto Rico ...	per 50 Kilos.	Frs. 107 cts. 00	Frs. 95 cts. 00	per Cwt.	£ 4 s. 7 d.	£ 3 s. 18 d.
" Rio Lavato ...	"	101 00 90	90 00 00	"	4 4 0	3 13 0
" Rio Naturale ...	"	85 00 70	70 00 00	"	3 9 0	2 16 6
Sugar, Havana ...	"	42 00 32	32 00 00	"	1 14 0	1 6 0
" Pilé ...	100 Kilos.	90 00 79	79 00 00	"	1 17 0	1 12 0
Hides ...	50 Kilos.	90 00 45	45 00 00	"	3 13 0	1 16 6
English Cod Fish ...	100 Kilos.	59 00 32	32 00 00	"	1 4 0	0 13 0
" Pilchards ...	Hgshd.	135 00 106	106 00 00	Hgshd.	5 8 0	4 5 0
" Herrings ...	Barrel	43 00 25	25 00 00	Barrel	1 14 6	1 0 0
Stock Fish ...	100 Kilos.	76 00 62	62 00 00	Cwt.	1 11 0	1 5 3
Petroleum, refined ...	"	110 00 70	70 00 00	Gallon	0 2 8	0 1 8
Copper, unmanufactured ...	"	270 00 210	210 00 00	Cwt.	5 12 6	4 7 6
" Sheets, &c. ...	"	300 00 227	227 00 00	"	5 19 6	4 11 6
Straits Tin, Ingots ...	"	255 00 230	230 00 00	"	4 19 6	4 9 6
Tin-plates ...	Box	35 00 27	27 50 00	Box	1 8 0	1 2 0
Iron—bar, &c. ...	100 Kilos.	23 00 22	22 00 00	Ton	9 6 9	8 18 8
" Pig ...	"	11 00 10	10 00 00	"	4 9 4	4 1 2

Exports.

Names of Articles.	PRICES FREE ON BOARD.					
	In Italian Money and per Italian Measure.			In English Money and per English Measure.		
	Genoa Measure.	Highest.	Lowest.	English Measure.	Highest.	Lowest.
	per	Frs. cts.	Frs. cts.	per	£ s. d.	£ s. d.
Oil, fine qualities	100 Kilos.	180 00	140 00	Imp. Gal.	0 6 0	0 4 5
" inferior	"	140 00	90 00	"	0 4 5	0 2 10
Maccaroni, Vermicelli, &c. ...	Rubo.	6 10	5 70	Cwt.	0 15 5	0 14 5
Paper, fioretta	10 Reams	50 00	44 00	10 Reams	2 0 0	1 15 3
" inferior	"	42 00	40 00	"	1 13 6	1 12 0
Rice, best quality	100 Kilos.	47 00	38 00	Cwt.	0 19 1	0 15 6
" inferior	"	38 00	32 00	"	0 15 6	0 13 0
Rags, white, No. 1	"	72 00	70 00	"	1 9 3	1 8 6
" Nos. 2 and 3	"	62 00	50 00	"	1 5 2	1 4 0
" coloured, No. 4	"	37 50	32 00	"	0 15 3	0 13 0
Bones	"	10 50	9 00	Ton	4 5 0	3 13 0
Hemp—Bologna best	"	130 00	126 00	Cwt.	2 13 0	2 11 0
" Ferrara best	"	100 00	96 00	"	2 0 6	1 19 0
" Piedmont	"	76 00	72 00	"	1 11 0	1 9 3

The following are the monthly rates of exchange on London for bills at three months and at sight during the year 1865.

	Exchange at Three Months date.		Exchange at Sight.	
	Lowest.	Highest.	Lowest.	Highest.
	Frs. cts.	Frs. cts.	Frs. cts.	Frs. cts.
January	24 91	24 95	25 25	25 30
February	24 91	24 92	25 27	25 29
March	24 89	24 99	25 23	25 30
April	25 00	25 02	25 29	25 31
May	24 98	25 01	25 27	25 30
June	24 98	25 03	25 21	25 26
July	25 01	25 03	25 22	25 26
August	25 02	25 03	25 26	25 29
September	25 02	25 03	25 29	25 30
October	25 00	25 03	25 31	25 35
November	24 86	24 95	25 18	25 33
December	24 82	24 85	25 20	25 25

The average bank discount during the year has been $5\frac{1}{4}$ per cent., and the average value of money in the market $\frac{1}{2}$ per cent lower, say $4\frac{1}{2}$ to $4\frac{3}{4}$.

A general sluggishness pervaded banking business throughout the year, while money was obtainable at rather unusually easy rates. No crisis or special commercial disasters to note, except a partial collapse in the coal trade, which brought down three or four minor firms. Contrary to the expectation of many people the removal of the capital to Florence has affected but slightly or not all banking business and the higher class of commercial operations in this city.

Agriculture.—There is but little to say under this head, the district being so little agricultural. The wine crop was unusually abundant, and the wine made of good quality. The young vines planted since the great failure are beginning to bear well now, although it is still considered necessary to treat them with sulphur. The oil crop was not above an average one, the olives in some portions of the district having been badly

affected with blight. This and the fact of the Sicilian crop having been a poor one, tended to keep prices of oil high during the year.

The produce of table fruit and vegetables was good, and although this trade has felt severely the removal of the capital to Florence, fair profits were realized.

Population and Industries.—There has been no census since my last Report; but the population is evidently considerably on the increase, both by reason of the greater proportion of births to deaths and because of the influx of strangers settling in Genoa.

On the subject of education for the poorer classes I have not been able to procure any exact statistics; but it is satisfactory to see that the municipal authorities are fully alive to the importance of procuring gratuitous primary instruction for the poor, and that parents gladly avail themselves of the schools and send their children regularly. The evening schools for adults are also well attended by the working classes, and are of great benefit to them, for, owing to the great neglect of elementary instruction before 1848, few of the poor, who were children then, learnt even to write and read. The total number of children and grown persons receiving gratuitous instruction during 1865 was 10,400 in the town of Genoa alone.

Of the great industries of this district, ship building alone can be said to be in a flourishing state. The cotton mills and manufactories have somewhat increased their production during the year, but do not employ nearly the amount of labour they did before the great crisis, and on the whole cannot be said to be prospering; while the iron works are in a languishing condition, and are for the most part not paying their expenses. One considerable establishment which was set up by an Englishman, and seemed, during his lifetime, to be prospering, has been closed during the year in consequence of his death, and the concern instead of proving solvent on liquidation gave a very small percentage to creditors. All the small industries peculiar to Genoa on the other hand, such as coral cutting, flagree work, Genoa velvet, and lace making, &c., are in a very prosperous and flourishing condition.

Public Works.—Nothing worthy of mention under this head has been accomplished or decided upon during the year, nor is it likely that until the aspect of political affairs is more decided and favourable to peaceful enterprise that any considerable sums will be spent or even voted. The "Littorale" Railway is at a standstill both towards France and Tuscany, owing to the contractors being involved in legal proceedings with the Government, and as pending the litigation the workmen have been discharged, and the work already accomplished is left to go to ruin. Whoever gains the cause, the result must be that the completion of the works will be much delayed, and their cost far greater than was anticipated.

The works already voted within the town, such as the improvements and enlargements round the harbour, have been carried on steadily, and private building in the upper part of the town has continued on a very large scale, the great number of houses, and, indeed, whole streets of palaces, which have been built within the last few years without bringing about any reduction in house rent, tends to show that the place is increasing in prosperity as well as becoming more populous.

Genoa, May 11, 1866.

RETURN of the Imports by Land during 1865.

Articles..	From France.	From Austria.	From Switzerland.	Total.
	Francs.	Francs.	Francs.	Francs.
Wine and Spirits ..	3,500	3,700	62,700	69,900
Colonial produce ..	2,900	15,800	76,900	95,600
Cheese	21,900	1,400	253,200	276,500
Hides	32,100	3,600	139,800	175,500
Hemp and Linen Tissues	14,600	38,400	372,100	425,100
Cotton Yarns	5,800	9,000	64,400	78,700
„ Tissues	279,500	21,800	3,268,700	3,570,000
Wool, Tissues of ..	378,700	364,400	3,213,600	3,956,700
Silk, Tissues of ..	663,200	65,900	789,900	1,519,000
Divers Articles ..	2,615,600	682,700	3,093,400	6,391,700
Total	4,017,309	1,206,700	11,334,700	16,558,700

RETURNS of the Exports by Land during 1865, not including, however, the Transit Trade which is no longer entered in the Custom-house Registers here.

Articles.	To Austria.	To Switzerland.	To France.	Total.
	Francs.	Francs.	Francs.	Francs.
Olive Oil	296,800	3,700	..	300,500
Candied Fruits, &c. ..	360	13,500	..	13,860
Hides, untanned.. ..	29,000	1,300	..	30,300
Coral, manufactured ..	..	59,800	..	59,800
Straw, plaited	..	17,640	..	17,640
Other Articles	6,810	53,406	20	60,236
Total	332,970	149,346	20	482,336

RETURN of the Imports by Sea at the Port of Genoa in the Year 1865.

Names of Articles.	From England.	From France.	From Turkey.	From Holland.	From Russia.	From Spain.	From Belgium.	From South American Republic.	From all other Countries.	Total Value.	
	Francs. 42,500 1,281,400 1,120,800 1,378,800 2,011,400 1,041,100 1,901,500 2,690,800 2,568,500 10,081,600 251,900 6,177,100 3,130,900 338,800 956,600 283,500	Francs. 4,488,400 770,400 11,004,800 448,300 4,233,700 476,700 539,500 1,173,500 36,500 5,069,600 1,370,100 4,777,700 1,239,700 1,273,400 820,100 15,600 25,500	Francs. 300 200 168,300 93,700 .. 483,800 .. 25,200 6,748,800 67,300 2,800 ..	Francs. 413,200 694,300 3,717,800 335,900 157,700 66,300 2,000 1,700 .. 3,300 74,000	Francs. 100 46,200 10,200 319,800 100	Francs. 871,700 82,800 8,500 32,900 151,000 100 187,100	Francs. 400 15,200 288,200 15,600 21,400 .. 1,400	Francs. .. 296,000 600 105,600 177,500 5,323,500 1,763,400 200 83,600 3,000 ..	Francs. 379,400 1,912,600 791,000 2,838,100 1,991,600 2,039,200 1,000 259,700 1,100 30,900 3,587,200 41,900 918,100 273,100 313,700 2,300 6,300	Francs. 6,196,00 5,052,900 16,931,200 5,359,200 8,953,300 9,100,800 2,443,400 4,607,800 2,606,100 15,184,100 7,317,600 11,005,700 18,206,100 4,680,700 1,895,700 980,300 320,000	£ = 247,840 202,116 677,248 215,808 368,332 364,032 97,736 184,312 104,244 607,364 292,704 440,228 728,244 187,228 75,828 39,212 12,800
Wine and Spirits ..	42,500	4,488,400	300	413,200	100	871,700	400	..	379,400	Francs. 6,196,00	£ = 247,840
Coffee ..	1,281,400	770,400	200	694,300	..	82,800	15,200	296,000	1,912,600	5,052,900	202,116
Sugar, Refined ..	1,120,800	11,004,800	..	3,717,800	..	8,500	288,200	600	791,000	16,931,200	677,248
" Unrefined ..	1,378,800	448,300	..	335,900	..	32,900	15,600	105,600	2,838,100	5,359,200	215,808
Essences, Vegetable Juices, &c.	2,011,400	4,233,700	168,300	157,700	46,200	151,000	21,400	177,500	1,991,600	8,953,300	368,332
Hides and Skins ..	1,041,100	476,700	93,700	66,300	10,200	100	..	5,323,500	2,039,200	9,100,800	364,032
Spun Hemp and Thread ..	1,901,500	539,500	..	..	..	..	1,400	..	1,000	2,443,400	97,736
Cotton, Raw ..	2,690,800	1,173,500	483,800	..	..	..	..	..	259,700	4,607,800	184,312
" Yarns ..	2,568,500	36,500	..	..	..	..	..	..	1,100	2,606,100	104,244
" Tissues of ..	10,081,600	5,069,600	..	2,000	..	..	..	..	30,900	15,184,100	607,364
Wool, Raw ..	251,900	1,370,100	25,200	1,700	319,800	..	..	1,763,400	3,587,200	7,317,600	292,704
" Tissues of ..	6,177,100	4,777,700	..	1,700	..	..	7,100	200	41,900	11,005,700	440,228
Wheat ..	..	1,239,700	..	..	9,299,500	..	..	..	918,100	18,206,100	728,244
" ..	..	..	6,748,800	..	..	..	..	..	273,100	4,680,700	187,228
Machinery ..	3,130,900	1,273,400	..	3,300	..	..	..	83,600	313,700	1,895,700	75,828
Hardware, Arms, &c. ..	338,800	820,100	67,300	74,000	100	187,100	11,000	..	2,300	980,300	39,212
Cast Iron, Pig, Railway, &c.	956,600	15,600	2,800	..	..	..	4,700	3,000	6,300	320,000	12,800
" Manufactures of ..	283,500	25,500	..	..	..	..	..	..	..	..	..
Wrought Iron :—	..	..	..	..	..	..	..	..	..	..	..
Rod, Bar, and Rails ..	4,280,200	1,225,800	6,500	4,500	..	..	84,800	..	46,600	5,648,400	225,936
Manufactures of ..	2,715,000	1,893,800	..	8,600	..	..	79,000	..	65,700	4,762,100	190,484
Copper, Unwrought ..	847,300	552,600	..	..	..	..	12,700	2,200	800	1,115,600	44,624
" Wrought ..	2,243,700	798,300	..	..	..	300	32,800	7,700	46,100	3,128,900	125,156
Coal and Coke ..	11,364,500	872,600	..	..	..	..	..	..	47,500	12,284,600	491,384
Other Articles not enumerated above ..	11,598,400	28,834,000	2,460,900	228,900	..	642,600	361,200	3,096,900	13,209,800	60,856,400	2,434,256
Total ..	68,305,800	71,680,100	10,057,800	5,908,200	10,099,600	1,977,000	935,500	10,860,200	28,853,700	208,677,900	8,347,116

RETURNS of Exports by Sea at the Port of Genoa for the Year 1865.

Names of Articles.	To England.	To France.	To Italian Ports.	To Roman States.	To Spain.	To Greece.	To Turkey.	To South American Republic.	To Other Places.	Total Value.	
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	£
Wines and Spirits	22,800	541,000	7,600	9,100	1,600	200	25,100	734,700	43,800	1,385,900	= 55,436
Olive Oil ..	881,800	597,000	50,800	5,200	46,400	3,500	88,500	1,419,600	650,900	3,743,700	149,748
Coffee ..	14,800	41,000	932,500	417,900	1,800	48,600	137,100	15,800	60,500	1,670,000	66,800
Drugs ..	170,900	975,400	319,100	236,900	155,400	99,800	664,900	1,017,000	633,700	4,273,100	170,924
Fruits, Seeds, &c.	111,900	518,700	35,800	8,200	35,000	..	25,700	300,800	103,500	1,139,600	45,584
Cheese and Butter	31,700	251,000	41,600	446,200	20,100	..	40,300	317,900	13,600	1,162,500	46,500
Hides ..	11,200	149,800	..	130,100	593,100	464,900	278,700	2,200	241,000	3,337,900	133,516
Tissues of Hemp and Flax	14,900	47,000	1,466,900	88,600	6,100	800	25,700	217,700	38,500	743,900	29,756
Other Manufactures of	38,200	1,046,000	42,600	9,500	486,100	1,100	16,200	468,800	269,900	2,378,800	95,152
Cotton ..	20,200	1,306,300	2,200	2,500	50,900	..	..	..	..	1,332,100	55,284
Tissues of Cotton	78,600	52,800	1,846,200	835,000	7,600	2,700	28,400	114,500	113,800	3,079,600	123,184
Wool ..	49,000	32,600	3,480,400	293,200	2,300	100	19,800	8,000	70,800	3,956,200	158,248
Silk, Raw ..	141,700	416,900	..	15,300	4,500	..	12,400	8,200	171,800	770,800	30,832
Tissues of Silk	154,600	224,800	1,137,000	94,600	4,100	9,000	191,000	179,700	228,500	2,223,300	88,932
Other Manufactures of Silk	..	..	..	..	..	..	..	..	..	..	..
and Cocoons ..	8,700	636,200	160,000	17,100	..	..	38,500	169,600	17,300	1,047,400	41,896
Rice ..	179,300	5,235,200	800	374,700	88,700	1,063,600	6,969,000	1,146,500	867,100	15,974,900	638,996
Vermicelli ..	98,400	97,400	11,200	3,100	16,500	200	109,000	65,800	57,900	459,500	18,380
Wood, Manufactures of	230,800	73,000	31,600	23,430	14,600	700	28,200	141,900	97,400	641,600	25,664
Paper ..	120,700	139,700	11,000	200	71,700	..	74,100	2,899,600	1,278,600	4,595,600	183,824
Metals and Ores ..	750,600	1,612,500	1,144,300	117,800	43,900	1,200	45,400	105,100	96,300	3,917,100	156,684
Marble and other Stone	88,700	169,730	213,900	248,100	283,500	400	50,800	490,800	674,000	2,219,900	88,796
Other Articles not enu- merated above ..	..	8,364,800	5,557,400	891,800	178,400	14,000	460,500	1,740,600	1,741,000	19,932,100	797,284
Total ..	4,203,100	22,578,800	16,797,500	4,268,600	2,112,700	1,710,800	9,329,300	11,564,800	7,469,900	80,035,500	3,201,420

SICILY.

Report by Mr. Consul Goodwin on the Trade of Sicily for the Year 1865.

TRADE AND NAVIGATION.

THE shipping of Sicily fell from 8,400 vessels in 1864 to 7,340 in 1865, and the tonnage fell from 1,543,300 in 1864 to 935,000 in 1865.

British shipping rose from 250,000 tons in 1864 to 280,000 in 1865; French shipping rose from 380,000 tons in 1864 to 408,000 tons in 1865, and Italian shipping fell from 572,000 tons in 1864 to 547,000 tons in 1865. British trade underwent slight changes.

As to direct trade inwards, 399 ships, measuring 130,000 tons, brought values of 430,000*l.* in 1864; and 360 ships, measuring 150,000 tons, brought values of 435,000*l.* in 1865.

As to direct trade outwards, 590 ships, measuring 150,000 tons, and carrying values of 780,000*l.*, went from Sicily to England in 1864; and 453 ships, measuring 150,000 tons, and carrying values of 670,000*l.*, went from Sicily to England in 1864.

As to indirect trade inwards, 460 ships, measuring 122,000 tons, came from the Adriatic and Italy to Sicily in 1864; and 414 ships, measuring 130,000 tons, came from the same countries hither in 1865.

As to indirect trade outwards, 273 ships, measuring 96,000 tons, went from Sicily to the British Provinces and the United States in 1864; and 326 ships, measuring 128,000 tons, went from Sicily to the same countries in 1865.

The commerce of Sicily rose from 4,850,000*l.* in 1864 to 5,870,000 in 1865.

British trade rose from 1,780,000*l.* in 1864 to 1,848,000*l.* in 1865; and French trade rose from 1,150,000*l.* in 1864 to 1,174,000*l.* in 1865; American trade rose from 300,000*l.* in 1864 to 427,000*l.* in 1865; and Italian trade rose from 495,000*l.* in 1864 to 1,189,000 in 1865.

The following is a summary of the general trade in 1865.

	Imports.	Exports.	Total.
	£	£	£
America, U.S.	30,358	396,844	427,202
Baltic, Belgium, and Germany	337,547	489,856	777,403
France	576,637	597,442	1,174,079
Great Britain and Colonies	769,984	1,077,863	1,847,847
Italian States	164,382	1,025,186	1,189,568
Other States	230,649	223,922	454,571
Total	2,109,557	3,761,113	5,870,670

The export of cotton wool from Sicily has been very remarkable in 1865. In the year 1864 it amounted to 15,000 cantars of 175 lbs. each; in 1865 the production was nearly 25,000 cantars. Of these quantities the largest were exported to Italy and France, the smallest to England.

The monthly rate of exchange on England has been about $58\frac{1}{4}$ to $58\frac{1}{2}$ taris per £ sterling during 1865.

The projected railway of ninety miles from Palermo to Girgenti has stopped short twenty-one miles from its outset at Termini, whence its prolongation to Girgenti is matter of doubt from the want of available funds.

The western part of Sicily is now free from robbery ; travelling is safe, and traffic unimpeded.

Palermo, May 9, 1866.

P E R S I A.

TABREEZ.

*Report by Mr. Consul-General Abbott on the Trade and Commerce of
Tabreez, for the Year 1865.*

THERE is not much of interest to be said respecting British trade at Tabreez during the past year, the first five months of which were almost a blank in the operations of the merchants owing to the uncertain nature of the intelligence from Europe and America, and the expectation entertained of a great decline occurring in the value of foreign manufactures, which rendered the native dealers extremely cautious of engaging in fresh speculations whilst this uncertainty lasted. A very considerable fall in the market prices here took place, amounting in some cases to 15, 20 and 25 per cent., a state of things which continued up to the middle of June. Trade then began to revive, and prices gradually but steadily improved, so that the end of the year saw them equal to, and in many cases above, the rates which had existed during the most prosperous period of 1864.

The following is a list of a few of the principal articles of English manufacture sold here, with the variations in prices at the beginning, middle, and end of the year.

				January.	June.	Oct., Nov., and Dec.
	lbs.	yds.	in.			
Long cloths ...	8	36	× 38	28 10	21 10	28 00 & 29 00
" ...	11	36	41½	36 5	29 15	41 00 39 00
Shirtings ...	4½	37½	18	16 00	13 10	17 10 17 00
T-cloths ...	7½	24	32	28 15	26 10	30 00 29 00
White shirtings ...	5½	40	36	21 15	20 10	20 10 19 00
" ...	9½	40	35	35 00	39 00	44 00 00 00
Chintzes :—						
Two-coloured madders...	24	31		17 10	16 10	20 10 21 15
Indian trails ...	24	31		31 10	29 00	29 5 00 00
Madder ...	24	31		39 00	32 00	36 00 37 00

The foregoing figures are in kerans and shahees or twentieths, from which about 17 per cent. being deducted the value in shillings will be found.

By a return obtained from the custom house the importations of British cotton manufactures appear to have amounted to 37,652 packages, of which 15,192 were of plain grey and bleached and 22,460 of printed and dyed cottons. This does not represent the whole quantity imported through Turkey to the north of Persia. Some thousand packages must be reckoned for the consumption of the countries of Khoi, Selmass, Ouroumieh, Ooshnoo, and Soouk Boulagh, the amount of which does not appear in the custom-house returns at Tabreez. By a note taken at Erzeroum of the passage in transit of English cotton manufactures for Persia in 1865, the importations of such goods appear to have reached to 44,467 packages.

The value of the 37,652 packages which reached Tabreez, estimated at 33*l.* per package, one with the other, for cost and expenses thus far, would amount to 1,242,516*l.* The quantity, therefore, fell short of the importations in 1864 by 958 packages and the value by about 32,000*l.* This decrease is accounted for by the fact that in 1865 commerce was interrupted for a longer period than in the preceding year, and it is probable that but for this long interruption, arising from circumstances I

have already alluded to, the value of British importations would not have been inferior to that of any previous year. For the present everything gives promise of improvement in this respect, but it remains to be seen whether Tabreez is not destined ultimately to lose much of its importance as the great depôt from which other parts of the country are supplied in consequence of the contemplated line of railway, which has been commenced, between the Black Sea and Caspian, causing the trade which flows through Tabreez to diverge from it. This circumstance would not tend to diminish the consumption of British manufactures in Persia itself, and it seems probable that by whatever route such supplies are received the demand for them will continue as heretofore, more particularly if the amount and value of exportable produce from Persia should increase as they have done of late years.

The importations direct from England to the north of Persia are almost entirely confined to cotton manufactures. Small quantities of English hardware and watches are perhaps almost the only exception, the market for these articles being supplied chiefly by Germany, Switzerland, and Russia.

The custom-house returns give the following quantities of other principal articles of importation from Europe and those of exportation from Tabreez, but the valuations in money are from other sources.

IMPORTS.

	Quantity.	Price.	Total Value
		£	£
Woollen cloths, chiefly German .. bales	1,080	98	105,840
Cotton twist, probably English .. "	340	41	13,940
Silks, velvets, gold lace, &c., probably French, "	80	413	33,040
Hardware, glassware, china, crockery, lucifer matches, painted boxes, paper, &c., principally German and Russian, value uncertain, say at 30%. .. packages	3,140	..	94,200
Steel "	120	5	600
Iron in bars, Russian mule loads	1,663	3½	5,820
Copper "	325	21	6,825
Window glass packages	180	2½	450
Cochineal "	110	34	3,740
Tea, mostly from France and Holland mule loads	340	51	17,340
Loaf sugar, mostly French cases	27,760	4½	124,920
Miscellaneous articles not in the return, such as linen from Turkey, tin and sal ammoniac, tin plates, rum, wine and liqueurs, &c., estimated at	..	..	20,000
British cottons, as already stated .. packages	37,652	..	1,242,516
Total	..	..	1,669,231

EXPORTS.

	£
Raw Silk from Ghilan, by Europeans, 720 mule loads; by Persians, 1,090 mule loads; 1,810 mule loads, composed of 7,240 ballots, each of 78 lbs.	458,000
Waste Silk, called lãss, 270 horse loads	41,322
Raw Cotton to Constantinople, 10,530; to Russia, 5,054; 15,584 bales, containing about 2,800,000 lbs.	103,486
Tobacco to Constantinople, 3,950 mule loads	34,348
Gall nuts " 1,030 "	14,554
Kirman shawls " 150 "	13,043
European Cottons dyed in Persia and sent to the Caucasus, 1,540 mule loads.	107,130
Miscellaneous articles not in the return, such as carpets, native silk goods, leather, safflower, wool, tallow, wax, pipe sticks, writing reeds, orpiment, soap, fox skins, dyes, opium, gums, dried fruit, &c., value uncertain, reckoned at	115,000
Total	886,883

Notwithstanding that the value of the silk and cotton exported in late years has been much greater than it had been previously, the balance of trade against Persia in this quarter still amounts, as is shown, to a very heavy figure. It is beyond my province to report any longer on the production of the first-named article in Ghilan, now that a British Agent is again established there, and I will, therefore, only remark, in connection with the subject, that the *Raccolta* in 1865 having fallen considerably short of the quantity usually produced, a diminished exportation to Europe to the amount of about 44,000*l.* is apparent on a comparison of the exports in 1864 and 1865.

The improvement which has taken place in the demand for cotton from this quarter is a satisfactory feature in the trade of a country so well suited to the production of this article, although the exportation is still likely to be much impeded by the great expense of carriage to the coast. In 1864, about 5,000 bales were exported to Constantinople and 5,890 to Russia from this place. In 1865 the quantities respectively were 10,530 and 5,054 bales, an increase on the whole of 4,699 bales, and, as in the latter year much of it was in pressed bales, the weight was greater in proportion than before; thus in 1864 there were 1,635,000 lbs. exported from Tabreez, and in 1865 about 2,800,000 lbs. Still the ill-success of the trials made in 1864 and the fall in value from 6 and 7 to 3 and 4 kerans during the early part of the year, led cultivators rather to neglect the article in 1865, and less was produced in this province than in the preceding year. A press for cotton has been set up here by a foreign house, and the exportation has thus been to some degree facilitated.

The establishment of a fictitious currency here, which was noticed in my last Report, has been wisely abandoned by the Government. There has, however, been increased difficulty during the past year in making remittances westward owing to the high value of gold in Russia having rendered the supplies of that article to this market more than usually limited.

In conclusion, I have again to record that still no English mercantile establishment is found in this part of Persia, and that of the three Greek houses which formerly traded here under British protection only one now remains.

Tabreez, April 30, 1866.

PORTUGAL.

MADEIRA.

Report by Mr. Consul Erskine on the Navigation, Trade, &c., of the Island of Madeira, for the Year 1865.

SHIPPING AND NAVIGATION.

THE following comparative statement of arrivals and departures of vessels of all nations at Funchal, the only port of entry at Madeira, during the last five years, shows that there was a marked decrease, both in the number of vessels, and in the amount of tonnage, in the year 1865, as compared with the previous year.

Years.	BRITISH.						FOREIGN.					
	Arrived.			Sailed.			Arrived.			Sailed.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1861 ...	80	28,639	2,087	80	28,639	1,645	127	28,631	1,965	123	28,322	1,862
1862 ...	116	40,907	2,865	115	40,423	2,087	115	33,071	1,912	116	33,316	1,912
1863 ...	139	40,837	3,164	123	38,913	2,865	116	32,476	2,049	119	32,805	2,075
1864 ...	217	68,512	4,472	217	67,201	4,643	121	29,861	1,724	120	29,790	1,716
1865 ...	176	69,835	4,164	182	72,387	4,374	84	18,398	1,010	84	18,002	1,000

The decrease during 1865 applies equally to British and foreign shipping. That of British shipping is attributable to a diminished resort to this place of steamships, consequent on the cessation of the civil war in North America; and that of foreign shipping chiefly arises from the discontinuance under the Portuguese flag of an inter-colonial line of steam packets.

There have been no local changes at Madeira affecting British shipping since my last Report, and the port changes continue to be moderate.

TRADE.

The following is a comparative statement of the trade of Madeira for each of the last five years.

Years.	Estimated Value of Imports.		Estimated Value of Exports.	
	In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
	£	£	£	£
1861 ..	95,900	83,469	62,180	25,255
1862 ..	98,250	69,918	44,193	36,310
1863 ..	104,450	76,375	44,110	35,893
1864 ..	105,000	106,085	45,050	40,263
1865 ..	118,450	116,251	46,185	41,900

This Table shows an increase in 1865, both in the British and foreign import and export trade of the Island. The chief articles of import are corn, rice, groceries, coal, cotton and woollen manufactures, and ironware.

The principal articles of export are wine, sugar, vegetables, beef, embroidery, and British coal, the latter being re-exported

AGRICULTURE.

It is estimated that the sugar-cane crop of 1865 yielded 340 tons of sugar, 30,000 gallons of molasses, and 122,000 gallons of spirit. The cereal crops only afforded sufficient grain for about seven months of the island consumption; but the cultivation of potatoes, onions, and other vegetables, afforded a surplus for exportation. The vintage of 1865, which is estimated to have produced about 2,000 pipes of wine, was the best and most abundant one that has been made in Madeira since 1851, after which year the disease known under the name of "Oidium Tuckeri" ravaged the Madeira vineyards, and materially injured the quality of such small quantities of wine as were saved. That scourge has not, however, entirely disappeared; but having been combated and gradually subdued by the timely application of sulphur, its evil effects, checked also by a favourable temperature, were little felt last year.

NATIVE INDUSTRY.

The manufacture of embroidery for export continues to increase, and to afford profitable employment to a considerable portion of the female population.

Madeira, May 22, 1866.

SPAIN.

BISCAY.

*Report by Mr. Consul Young on the Trade and Commerce of Biscay,
Guipuzcoa, and Old Castile, for the Year 1865.*

BILBAO.

SHIPPING AND NAVIGATION.

ONE of the results of the general commercial and financial depression throughout Spain during the past year was a marked diminution in the shipping at this port, which will seen by the following Table:—

				Entered.		Cleared.	
				Ships.	Tons.	Ships.	Tons.
British Shipping {	1864	138	19,133	131	15,234		
	1865	76	13,980	79	14,326		
Shipping of all Nations .. {	1864	726	87,745	754	88,306		
	1865	543	73,991	582	75,544		
Coasting Trade {	1864	1,476	45,388	1,446	46,043		
	1865	1,257	43,592	1,157	40,366		

The position and nature of the shipping trade was fully commented on in last year's Report. British vessels continued to load iron ore for the Welsh ports, the average rate of freight obtained during the year being 8s. 6d. per ton.

TRADE AND COMMERCE.

Considering the utter stagnation of trade in many parts of the kingdom, Bilbao appears to have had reason to congratulate itself upon comparative activity, this circumstance being probably owing to the position it maintains up to the present time as an importing port, and its absorption of a large transit trade to the interior. In this respect it will be seen, by the following comparative Table of the returns of customs duties levied at the principal ports of Spain for the years 1864 and 1865, that while certain changes in the relative positions of the ports have occurred, Bilbao has retained its place.

It is stated that the fact of Alicante taking such a prominent position during the last two years is in consequence of large importations of railway material for lines under construction in the South of Spain, which explanation, to some extent, also may apply to Malaga and Cadiz. Excepting such material as may be required for the maintenance of existing lines, these imports have for some time ceased at the northern ports, and were it possible to obtain a return of customs duties exclusive of those nominally levied on railway material, there is no doubt that Barcelona and Bilbao would respectively rank first and second as importing ports.

1864.		1865.	
Ports.	Amount of Duties.	Ports.	Amount of Duties.
	£		£
Barcelona ..	509,478	Alicante ..	759,412
Alicante ..	364,525	Barcelona ..	445,527
Bilbao ..	355,327	Bilbao ..	255,123
Santander ..	268,491	Malaga ..	239,936
Cadiz ..	217,407	Cadiz ..	403,407
Malaga ..	197,233	Santander ..	171,001
San Sebastian ..	179,160	San Sebastian ..	152,380
Valencia ..	151,432	Sevilla ..	151,015
Sevilla ..	148,773	Valencia ..	132,586
Corunna ..	79,835	Corunna ..	75,534

Imports.—This is the first time during seven years of a rapid and uninterrupted advance in the commerce of this port which was specially referred to and described in the Report furnished from this Consulate for the year 1864, that a retrograde movement has to be noticed, the result of the general commercial and financial state of the country. The following shows the decline:—

		Value.
		£
1864		2,760,985
1865		2,032,713

The next Table shows the position of the exporting countries and the diminution which their exports have respectively sustained.

		1864.	1865.
		£	£
Great Britain		1,168,333	804,156
France		648,082	414,410
Norway and Sweden		390,268	349,415
Cuba and United States		216,462	205,282
Holland, Belgium, and Germany ..		190,103	159,920
Venezuela and Ecuador		147,737	99,530

The following is an analysis of the import return, from which it would appear, by a careful comparison with last year's return, that there was a marked decrease in the majority of the articles. Those which most suffered were cocoa, hardware and cutlery, machinery, coal, spirits, and codfish, the last of which still stands as the largest import at this port. On the other hand, drugs and chemicals, sugar, glass and porcelain, timber, deals, and spars, haberdashery, and a few others, exhibit an increase. Raw flax and petroleum appear as new importations.

Articles.	Countries.	Value.
		£
Salted Codfish	Norway and Great Britain.. ..	338,670
Drugs, Chemicals, Paints, Oils, and Acids	Great Britain, France, and Belgium	241,462
Cotton and Woollen Manufactures	Great Britain, France, Belgium, and Germany	236,426
Yarns	Great Britain and France	208,512
Sugar.. ..	Cuba and France	145,665
Tobacco	Cuba, United States, Germany, Great Britain, and France	108,013
Cocoa	Venezuela and Great Britain	97,865
Glass and Porcelain.. ..	Germany, France, and Great Britain	91,840
Haberdashery, Buttons, &c. {	France, Belgium, Germany, and Great Britain	64,683
Timber, Deals, and Spars {	Norway and Sweden, France, and Great Britain	54,097
Hardware and Cutlery	Great Britain, France, and Belgium	51,331
Silk Manufactures	France and Great Britain	48,382
Linen Manufactures	Great Britain, France, and Belgium	44,947
Wire of all kinds	Great Britain, France, and Belgium	36,482
Wrought Iron, &c.	Great Britain, France, and Belgium	32,904
Machinery	Great Britain, France, and Belgium	28,869
Iron Hoops and Sheet Iron.. ..	Great Britain, France, and Belgium	27,243
Coal and Coke	Great Britain	26,896
Cinnamon	Great Britain and Holland.. ..	24,659
Flax and Hemp, raw	Great Britain and France	24,504
Furniture	France, Germany, and Great Britain	20,900
Petroleum	United States, France, Holland, and Great Britain	15,505
Pig Iron	Great Britain, France, and Belgium	10,937
Spirits of all sorts	Cuba, France, and Great Britain	9,469
Hides.. ..	France, Germany, and Venezuela	8,641
Nails and screws	Belgium, France, and Great Britain	5,984
Brass Manufactures.. ..	Great Britain, France, and Belgium	5,218
Coffee	France and Great Britain	3,760
Perfumery, &c.	France and Great Britain	3,488
Tea	Great Britain and France	3,300
Steel, wrought and cast	Great Britain, France, and Belgium	3,212
Tin Plates	Great Britain and France	2,246
Coal Tar	France	2,854
Tar	France and Norway.. ..	519

Exports.—In the following Table the grain and flour shipments are, as usual, given separately, in order to test the position of the general export trade.

With regard to the former, considerable activity prevailed, large shipments of flour having been made to Cuba and Great Britain, and of wheat to England; and if to increased means of communication the farmers in the corn-growing districts would join certain improvements in their mode of cultivation, and some energy, this important trade might become regular instead of exceptional, to the mutual advantage both of merchant and producer.

Respecting the latter, the general exports exhibit a decline, as might naturally be expected; and it must be stated that the universal depression prevailing was not the only cause of diminished exports, the more liberal tariff offered by the Northern of Spain and South of France Railways having drawn to the port of Bordeaux for shipment considerable exports which ought to have been conveyed direct by the Bilbao and Tudela Railway to this port for exportation. Such a singular diverging of the trade of the country to a foreign port, to the detriment of the native port and railway most deeply interested in retaining it, is curiously illustrative of

the sharpness of railway competition, and may be viewed as the fore-runner of the future efforts of the various railways in the north of Spain to absorb the traffic of the country. It is, however, stated that the present tariff of the Northern Company is a ruinously low one, and that the diversion referred to is not likely to be permanent.

Nevertheless the total result of the exports of 1865, compared with 1864, is satisfactory, and shows an increase. A new and important feature moreover is presented in the article of wine, which appears for the first time as an export of any consequence. This will be referred to more particularly in another portion of this Report.

Years.	Wheat and Flour.	General Exports.	Total.
	£	£	£
1864	102,102	102,160	204,262
1865	162,277	85,992	248,259

The following is an analysis of the trade:—

Articles.	Countries.	Value.
		£
Flour.. ..	Cuba, Great Britain, and Norway.. ..	100,361
Wheat	Great Britain and France	61,906
Preserved Food	Cuba, France, and Great Britain	39,340
Wines	Cuba, Great Britain, and France	17,245
Iron Ore	Great Britain and France	12,250
Wool.. ..	Great Britain and France	4,623
Madder	Great Britain	3,383
Live Cattle	Great Britain	1,219
Paper.. ..	Great Britain and France	996
Oil	Great Britain and France	945
Beans	Great Britain and France	565
Spirits	Cuba	492
Iron Manufactures	Great Britain and France	322
Zinc Ore	France	277
Chesnuts	Holland	185
Various .. ..	.. ..	3,470

Exchange.—Highest 98, lowest 100 reals vellon to 1*l.* sterling.

AGRICULTURE.

Grain.—The excellent harvest of the past year induced the farmers of Castile to submit to some reduction in prices, which reduction admitted of exportation both to the Spanish colonies and Great Britain.

The ancient system of cultivation, garnering, and holding out for high prices, continues throughout Castile—a province which, under proper farming, might without difficulty produce three times the present quantity of corn grown. Down to the date of this Report the prospects for another abundant harvest are most encouraging.

Vines and Wine Trade.—An unusual quantity of good wine was secured throughout the northern provinces last year, and no complaints are now heard of the oidium. There is an establishment at Bilbao on rather a considerable scale for treating and storing the wines of Navarre, Arragon, and Rioja, and also the white wines of Castile, previous to exportation. A large quantity was sent last year to Cuba, Buenos Ayres, Brazil, and France, and some also to Great Britain. It is to be regretted that the wines of this country hitherto sent to England appear there under a variety of fictitious names, instead of being sold as what they really are. It is believed that if the wines of Navarre, Arragon, and

Rioja could be introduced to the British market unadulterated, and bearing the names they possess, instead of being presented to the public as cheap port, they would be appreciated and be more sought after than the light and worthless descriptions of French wines, most of which are more or less adulterated with the wines in question. The north of Spain wines are rich, full-bodied, and wholesome, and far more suited to the English taste than the ordinary wines of Bordeaux. Those interested in the opening up of this trade moreover complain of the advantage which France enjoys under the commercial treaty with Great Britain with respect to duties; but it rests with Spain to take the initiative, and by lowering her high protective tariff to ask in return a reciprocal advantage for the admission of her produce into Great Britain.

INDUSTRIES.

Iron Trade.—Iron is still the only industry of sufficient importance to be worthy of mention under this head. The following is the information furnished by the principal firms engaged in this trade. It would appear that while the slackness of trade has caused a marked diminution in the quantity produced, the total value has not decreased in proportion, which is accounted for by the fact that there has been less of the commoner descriptions of iron manufactured.

Manufactory.	1864.		1865.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Ybarra y Cia.	5,840	70,000	4,637	75,000
Boluetta	3,600	56,000	3,064	49,600
Total	9,440	126,000	7,701	124,600

GENERAL.

Other adverse influences than the state of trade have pressed heavily on this port during the past year.

The unfortunate result of the Tudela and Bilbao Railway as a commercial operation up to the present time, has spread loss and gloom over the whole community. The following approximate statistics will give a general idea of the position of this undertaking:—

Paid-up Capital	£	944,000	£
Subvention of State and Provinces		880,000	
Borrowed Capital		1,210,000	
		<u>3,034,000</u>	
Total Receipts in 1865	£	146,000	
Expenses		<u>81,000</u>	
Profit, 1865			<u>65,000</u>

It will be seen from the above figures that after paying the working expenses of the line, there remains barely sufficient to meet the interest of 6 per cent. on the borrowed capital. The shareholders are therefore for the present left without the slightest return for their investments.

This misfortune has to be borne almost exclusively by the inhabitants of Bilbao, who subscribed nearly the whole of the share capital. It was observed some years since in a Report from this Consulate, that the fact of so large an amount as nearly 1,000,000*l.* sterling being subscribed by a

town not then numbering more than 20,000 inhabitants was very remarkable; but while, on the one hand, there was much to admire in the sacrifices made to obtain the advantages of railway communication, the imprudence of retaining the entire interest in the adventure among so limited a community was very apparent.

Widely-spread and disastrous as are the consequences of this folly, the despondency appears to be unreasonable and exaggerated. An improved state of trade in Spain must necessarily augment the receipts of the railway companies; and upon a large increase in traffic of course the prospects of the shareholders in the Bilbao line entirely depends. Nevertheless it cannot be concealed that the present is a most critical moment for this place. A question of the most vital and pressing importance has to be considered, and ought to be promptly and satisfactorily resolved.

This is the question of the harbour and entrance, hitherto lamentably neglected. So long as no railway communication existed, the immense superiority of the harbours of Santander and Pasages, near San Sebastian, over that of Bilbao was only slightly detrimental to the interests of the latter place, which, in spite of the drawbacks it possessed in this respect, was enabled, by great energy, enterprise, influence, wealth, and certain local advantages, to secure by far the largest portion of the comparatively limited trade of the north of Spain; but the conditions of trade have entirely changed within the last few years, the commerce of Bilbao alone having quintupled since the year 1859.

Railway communication, already established at Bilbao and San Sebastian, will almost immediately be completed at Santander, placing the three principal northern ports on a footing of perfect equality so far as land carriage is concerned; and it is certain that the competition of the railway companies, and the increase of trade, will now bring into full play the advantages to be derived from superiority of approach.

It cannot therefore be concealed that unless Bilbao can effect an improvement in her harbour and port, sufficient to counteract the advantages offered by her rivals on either hand, the trade she has been so long and laboriously acquiring will be most seriously compromised, and a large portion of it at least must be expected to be transferred to Santander and San Sebastian.

On the other hand, if improvements are made, which it is confidently stated on good engineering authority could be made at a moderate outlay, there is no reason to fear that Bilbao will relinquish the position she at present holds as the most important commercial port on the north coast of Spain, and the second in the whole kingdom.

SANTANDER.

(The following is from information furnished by Mr. Vice-Consul Leopold March.)

SHIPPING AND NAVIGATION.

Shipping Trade.—In addition to the universal stagnation of trade, the outbreak of cholera and the strict enforcement of quarantine regulations tended to diminish the number of ships frequenting Santander during the past year. The following Table shows the extent of the falling off, which it is satisfactory to observe was limited to foreign shipping. The considerable difference between the number of Spanish vessels entered and cleared is in consequence of the ships going coastwise in search of cargoes not having been included in the return of shipping.

				Entered.		Cleared.	
				Ships.	Tons.	Ships.	Tons.
British Shipping	{	1864	42	7,643	41	7,547	
		1865	44	6,738	44	6,738	
Shipping of all Nations ..	{	1864	560	81,256	361	57,006	
		1865	441	61,927	215	34,844	
Coasting Trade	{	1864	820	49,527	930	71,400	
		1865	934	63,015	1,145	87,188	

Steam Navigation.—The following shows the aggregate number and tonnage of steamers at this port compared with the preceding year.

ENTERED.					
	British.	Spanish.	French.	Total for 1865.	Total for 1864.
From England	1	50	..	51	48
„ France	1	103	1	105	157
„ Belgium	1	..	..	1	17
„ Spanish Ports ..	1	313	..	314	296
Total of Steamers ..	4	466	1	471	518
Total of Tonnage ..	1,270	53,111	310	54,691	66,545
CLEARED.					
To England	2	8	1	11	8
„ France	1	17	..	18	45
„ Belgium	1	..	..	1	8
„ Spanish Ports ..	..	402	..	402	454
Total of Steamers ..	4	427	1	432	515
Total of Tonnage ..	1,270	44,405	310	45,985	65,855

TRADE AND COMMERCE.

Imports.—Santander could not be expected to escape the general commercial depression in Spain, and the following shows the result with respect to imports.

	£
1864	1,721,728
1865	1,258,012

The relative position of the countries exporting to Santander in 1864 and 1865 was as follows:—

	1864.	1865.
	£	£
Great Britain	373,643	209,453
France	371,014	115,246
Belgium	23,851	17,035
Germany	7,082	314
Norway and Sweden ..	161,386	100,897
New Granada	9,610	..
Ecuador	60,410	..
Venezuela and Argentine Republic..	183,495	291,766
Mexico	10,023	..
United States	21,640	54,077
Cuba	256,013	469,219

The next Table is an analysis of the import return.

Articles.	Countries.	Value.
		£
Cocoa.. ..	Venezuela, Cuba, and Great Britain ..	357,826
Sugar.. ..	Cuba and France	250,480
Tobacco	United States and Cuba	121,440
Woollen Manufactures ..	France and Great Britain	109,440
Codfish, salted	Norway and Great Britain	104,431
Hides and Skins .. {	Argentine Republic, Venezuela, Cuba, France, and Great Britain	44,705
Linen and Hemp Manu- factures {	Great Britain, France, Belgium and Ger- many	43,522
Timber {	Norway, France, Cuba, United States, and Venezuela	37,868
Wine, Spirits, and Beer ..	Cuba, Great Britain, France, and Belgium ..	37,263
Cotton Manufactures	Great Britain and France	24,750
Silk Manufactures	Great Britain and France	16,140
Hardware and Cutlery	France, England, and Belgium	12,620
Earthenware and Glass ..	France, Belgium, and Great Britain	11,088
Tallow, Stearin, and Candles	Great Britain, France, and Belgium	10,724
Coffee.. ..	Cuba, Venezuela, and Great Britain	10,682
Drugs and Chemical Pre- parations {	France, Great Britain, Belgium, and Venezuela	9,186
Iron and Steel	Great Britain, France, and Belgium	8,396
Mixed Stuffs	France and Great Britain	7,910
Coal	Great Britain	6,659
Machinery	France, Great Britain, and Belgium	5,505
Linen Yarn	Great Britain, France, and Belgium	5,467
Haberdashery and Millinery	France, Great Britain and Belgium	5,200
Tea and Spices	Great Britain, Belgium, and France	3,028
Brass and Copper	Cuba, France, Great Britain, and Belgium ..	2,469
Stationery	France, Great Britain, and Belgium	1,784
Toys	France, Belgium, and Germany	1,582
Perfumery	France, Great Britain, and Belgium	1,466
Caoutchouc, Gutta Percha ..	Great Britain and France	1,432
Cheese {	Belgium, Holland, France, and Great Britain	1,336
Dye Woods	Great Britain and France	986
Tar, Pitch, Petroleum	Great Britain and France	881
Cotton, raw	Venezuela	645
Preserved Food	Great Britain, France, and Norway	522
Tin, Pewter, Zinc	Great Britain, France, and Belgium	428
Jute Yarn	Great Britain	141
	Total	1,258,012

Flour and wheat, as usual, formed the chief exports from Santander last year.

In 1864 no flour or grain was sent to Great Britain, the prices demanded in Castile not admitting of exportation. After a lapse of three years there has been a moderate revival of the trade, but the movement, like all preceding ones, is not likely to be permanent until a more liberal system is adopted by the farmers of Castile. From the following Table it will be seen that the total exports were rather larger last year than in 1864.

Years.	Wheat and Flour.	General Exports.	Total.
	£	£	£
1864	337,735	61,995	399,730
1865	374,606	64,034	438,640

The following is an analysis of the export trade—

Articles.				Countries.	Value.
					£
Flour..	..	..	..	Cuba, South America, and Great Britain ..	345,575
Ores ..	..	..	..	Belgium, Great Britain, and France ..	46,648
Wheat ..	..	..	..	Great Britain	29,031
Groceries ..	..	..	..	Cuba	7,051
Wine... ..	..	..	..	Cuba and France	1,491
Sundries ..	..	..	..	Cuba, France, and South America..	8,844

INDUSTRIES.

The following is a return of metals and ores exported from the province of Santander in the years 1864 and 1865.

Port of Shipment.	To Great Britain.				To France.		To Belgium.	Total.
	Quick silver.	Calamine.	Copper Ore.	Iron Ore.	Calamine.	Iron Ore.	Calamine	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Santander	10	820	320	3,400	366	400	4,300	9,616
Suances	...	100	...	...	40	...	6,500	6,640
Comillas	...	...	...	...	...	...	30,000	30,000
Santona	...	...	...	...	200	...	2,500	2,700
Castro, urds. ...	...	...	...	...	...	...	...	...
Total for 1865 ...	10	920	320	3,400	606	400	43,300	48,956
Total for 1866 ...	5	74	239	3,978	444	4,267	18,577	27,688

PUBLIC WORKS.

Isabel Segunda Railway.—Although only eighty-seven miles in length, ten years have already passed since this railway was commenced, and six miles still remain unopened for traffic. Disputes between the company and the original contractor, and want of funds, has occasioned this long delay. It is calculated that each mile has under these circumstances, combined with the engineering difficulties of the section between Reynosa and Barcena, cost 40,000*l*. This railway may, therefore, be considered one of the most expensive in the world, and probably none have taken so long to complete.

The French company which has undertaken the draining and filling up of part of the harbour laying parallel with the railway to the south of the town, for the purpose of constructing a new city and extensive docks on the reclaimed ground, is under pecuniary embarrassments. A meeting of the shareholders is shortly expected to be held in Paris, when it is hoped that some arrangement favourable to the prosecution of the enterprise will be made. The company has endeavoured to obtain a subsidy from the Spanish Government, and, it is said, has been promised one; but the fulfilment of the promise is not likely to occur in the present financial state of the country.

The extension of the mole or principal quay has been commenced, but the port is in much greater need of docks for repairing and unloading ships.

It is much to be regretted that certain indispensable improvements, easy of execution, are not yet carried out in the harbour, the channels of which it appears are fast filling up from neglect, threatening seriously to compromise the importance of the port.

GENERAL.

The possession of a fine harbour accessible at all tides, and the proximity of the rich corn-producing district of Castile, have raised Santander within a few years to a position of considerable commercial importance,

the particular character of which, with reference to the colonial trade, has often been the subject of remarks in previous Reports from this Consulate. The opening of the Santander Railway, however, will test the capabilities of this city in general trade.

The natural advantages of the port are unquestionably far superior to those of Bilbao and San Sebastian; and the time is anxiously awaited when the completion of the railway will decide the interesting question of the future relative importance of the northern ports.

SAN SEBASTIAN.

(The following is from information furnished by Vice-Consul Edward March).

SHIPPING AND NAVIGATION.

The falling off in the shipping movement represented in the following Table must be attributed to the same causes which have influenced the decline at other ports in this Consular district.

Notwithstanding, however, that fewer British ships entered in 1865 than in the preceding year, the clearances with cargoes in the indirect or carrying trade were greater. It has hitherto been a great drawback to the commerce of this place that no return freights could be obtained by British vessels, but there is reason to believe that this will no longer be the case.

Nationality.	ENTERED.			
	1864.		1865.	
	Vessels.	Tons.	Vessels.	Tons.
British	45	5,310	34	4,724
Foreign	268	32,035	217	38,976
Coasting	614	12,708	503	85,047
Total	927	50,053	754	54,803
	CLEARED.			
	Vessels.	Tons.	Vessels.	Tons.
British	44	5,237	30	5,213
Foreign	172	29,895	205	37,471
Coasting	538	10,435	603	12,455
Total	754	45,567	838	55,139

Owing to the gate dues (cadena) at San Sebastian on all merchandise imported, amounting to sixpence per ton, the neighbouring port of Pasages, which is exempt from this tax, has suddenly started into considerable activity, anticipating the time when, according to the opinion of many, it will be made a first-class port, and become the seat of the maritime government of the province. The number of British ships frequenting Pasages has been increasing from month to month, and from the 1st January to the date of this Report, upwards of 30 have entered. These brought coal and Roman cement, and took away wheat, madder, asphalte, and flour. The Northern Railway Company is un-

ceasing in its efforts to draw trade to Pasages ; and it is stated that the principal object of the large contracts it has lately entered into with various English houses for the supply of coal, is to attract shipping to Pasages in order to provide for exportations, particularly of wheat, conveyed by the North Line from the interior. It has also reduced its tariff for the conveyance of merchandise, so that there is an evident determination on the part of those most interested in this port to enter into strong competition with the other northern ports, and the great natural advantages of the harbour, together with the proximity of the railway, which actually skirts its shores, renders it probable that Pasages will not eventually be denied its fair share in the trade of those provinces.

TRADE AND COMMERCE.

Imports.—The foreign importations at San Sebastian during the past year did not fall off so much as might have been expected ; nevertheless some decrease has to be noticed. The following is the result according to the returns published—

	£
1864	808,085
1865	706,832

The next Table shows the nature of the principal imports at San Sebastian, and their value in 1865, compared with the preceding year.

Articles.	1864.	1865.
	£	£
Raw Cotton	123,328	91,980
Furniture	77,300	82,614
Salted Codfish	26,580	29,680
Sugar	70,966	63,000
Silk Manufactures	47,397	12,556
Cocoa	57,320	69,410
Hardware	48,678	14,990
Machinery	23,595	19,227
Iron	21,367	7,200
Cotton Manufactures	10,458	6,228
Woollen ditto	21,507	34,950
Coffee	7,982	6,845
Tobacco	41,321	36,240
Timber	5,197	12,070
Linen and Hemp Manufactures	84,040	1,485
Chains, Wire	21,367	17,000
Drugs, Chemicals	40,000	20,340
Wines, Spirits, &c.	14,550	18,686
Wax, Raw and Manufactured	12,792	13,900
Hides and Skins	9,800	22,020
Earthenware	2,100	4,110
Coal	13,800	8,400
Yarns	10,605	82,500
Indigo	4,720	2,585
Haberdashery	2,473	4,233
Mixed Stuffs	4,641	3,432
Cinnamon	7,877	5,582

Exports.—The export trade at San Sebastian exhibited some activity. It appears from the returns furnished, that the total value was 146,187*l.*, which was more than double the amount of the exports of 1864. The increase is accounted for by considerable shipments of wheat and flour from Pasages, and the demand for wines in the French, Cuban, and English markets ; wool also figures for a rather important amount.

GENERAL.

While it cannot be denied that San Sebastian, as regards both trade and population, has greatly increased of late years, the real question upon which depends its future commercial importance is yet unresolved. With all its natural advantages, the harbour of Pasages remains but of little service, excepting to small trading vessels. A moderate outlay would make this place an admirable port, accessible to vessels of any size; and the establishment of a custom-house, with the necessary accessories for the transaction of business, would no doubt have the effect of drawing a large trade to Pasages.

This would unquestionably compromise the interests of the docks at San Sebastian, which are quite inadequate for the purposes of an extensive commerce; but the bold policy of recognising Pasages as the port of the capital of Guipuzcoa would result in general and mutual benefit to both places.

Bilbao, June 1, 1866.

SWEDEN.

GOTTENBURG.

Report by Mr. Consul Engström on the Trade of Gottenburg for the Year 1865.

THE trade of Gottenburg during the year 1865 shows a considerable increase in the amount of importation, and although there is a small deficit in the exportation as compared with 1864, owing to reduced shipments of iron and wood, the general shipping and commercial business was on the whole larger than in the preceding year.

SHIPPING AND NAVIGATION.

The particulars of shipping at the port of Gottenburg for the year 1865 are fully detailed in the Returns, Nos. 1 to 4, transmitted in my despatch, No. 13, of the 21st March last.

The following Table gives the aggregate amount of British and foreign arrivals and departures at this port for the years 1861 to 1865 respectively, viz. :

Years.	ARRIVALS.					
	British.		Foreign.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1861	209	52,271	1,682	204,955	1,891	257,226
1862	266	63,849	1,719	200,485	1,985	264,334
1863	267	70,953	1,870	229,217	2,137	300,170
1864	248	69,207	1,740	255,872	1,988	325,079
1865	254	72,028	1,616	259,560	1,870	331,588
DEPARTURES.						
1861	216	54,180	1,429	186,580	1,645	240,760
1862	255	61,578	1,566	196,700	1,821	258,278
1863	272	71,687	1,573	220,884	1,845	292,571
1864	247	69,113	1,478	236,452	1,725	305,565
1865	261	73,659	1,463	256,455	1,724	330,114

The amount of British shipping trading to the other ports of this Consulate during 1865, was as follows:

Ports.	Ships.	Tons.	Crews.
Uddevalla and Lysekihl	17	3,962	243
Marstrand	3	601	20
Halmstad	2	197	11
Helsingborg	18	3,449	140
Landscrona	26	5,225	183
Malmo	52	9,219	418
Ystad	22	4,523	200
Carlshamn	2	756	25
Carlsrona	5	536	36
Total	147	28,468	1,276

Being 25 ships of 2,156 tons more than in 1864.

Freights.—The following were the current rates from Gottenburg to London during 1865 :

	Spring.				Summer.				Autumn.						
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>			
For Deals, per Peters- burg Standard..	33	0	to	35	0	36	0	to	37	0	38	0	to	38	6
Oats, per quarter..	2	0				2	0		2	3	2	3		2	6

TRADE AND COMMERCE.

Exports.

The following is an approximate estimate of the total value of exports out of Gottenburg during the five years 1861 to 1865, viz.:

Years.	In British Ships.	In Foreign Ships.	Total.
	£	£	£
1861 ..	279,000	751,000	1,030,000
1862 ..	343,800	833,200	1,177,000
1863 ..	433,850	851,150	1,285,000
1864 ..	447,700	883,300	1,331,000
1865 ..	457,500	849,500	1,307,000

Iron.—There has been a falling off of nearly 10,000 tons in the export of iron from this place in 1865. as will be seen by the following statement for the last five years, viz. :

	Tons.
1861	28,613
1862	41,530
1863	44,360
1864	48,430
1865	38,120

The decrease being chiefly in the shipments to North America, which fall short of the former year by about 7,000 tons.

The shipments of 1865 were to the following countries, viz. :

	Tons.
England	21,380
North America	5,830
Germany	3,945
France	2,560
Other Countries	4,405
Total	38,120

The stock of iron on hand at the close of 1865 was 22,860, against 15,160 tons in 1864.

Wood.—The exports of deals, planks, and battens from Gottenburg in 1865 is somewhat below that of the preceding year, as appears by the following comparative statement for the years 1861 to 1865, viz. :

	Doz.	Cub. Ft.
1861	326,800	
1862	333,455	
1863	329,078	
1864	350,120	or 9,767,600
1865	339,620	9,269,250

The quantities and countries to which deals were exported in 1865 were as follows, viz.:

			Cub. Ft.
England and British Colonies	..	..	5,180,780
France ..	..	..	3,357,120
Belgium ..	..	..	272,890
Spain ..	..	..	158,680
Holland ..	..	..	139,340
Other Countries	..	..	160,490
Total ..	..	..	<u>9,269,250</u>

Or 339,620 Dozens.

Of other kinds of wood the export consisted of—

16,000 pieces of Timber, large and small.	
84,000 cubic feet of Balks and Spars, above 6 inches.	
7,440 pieces	" " under 6 inches.
2,920,500	" Pit props.
7,900	" Telegraph props.

	£
Laths and Lathwood value	5,000
Firewood	1,500
Staves of Oak and Pine	500
Sleepers " " " " " "	750
Oars	250
Oak Barrels	2,200

The shipment of pit props was much larger than the former year, and a corresponding increase may be looked for in 1866.

Owing to a prolonged winter the shipping season opened late, and it was not till the beginning of April that the ice disappeared, and a tolerably large fleet of vessels arrived simultaneously.

Although the stocks of wood were ample, and prices low, it was only towards the autumn and close of the year that shipments became of any importance, and stocks at the end of the season were very considerably in excess of those of the last three years. more particularly as the supplies from the interior were larger than usual, arising from the facilities of a long winter, in the felling and transport of trees to the saw mills, which have all had full work.

Although the consumption of wood in England and France has increased considerably, the production, especially in the north of Sweden, has assumed such dimensions, that it is feared the producers will have to face a crisis in the trade.

The year 1865 closes with glutted markets everywhere, and stocks in all Swedish shipping ports far in excess of previous experience.

It seems inevitable, therefore, that the competition among sellers for the small orders that can be looked for in the spring of 1866, will result in a fall in price, and cause serious embarrassment to such mill owners as do not enjoy the natural facilities of well situated mills and forests.

As regards the part of Sweden from which Gottenburg draws its supplies of wood, there can be no doubt that the low shipping prices of late years have left mill owners with a very poor return for capital and labour, and a considerable decrease in the production is likely to ensue.

Shipping prices of deals opened in the spring at per Petersburg standard.

			£	s.	d.
1st and 2nd quality mixed, 3 by 9 inches, Red	..		8	0	0
3rd " 3 9 " "	..		6	10	0
1st and 2nd " 2½ 7 " "	..		7	0	0
3rd " 2½ 7 " "	..		6	0	0

White wood at 14 per cent. reduction on the above rates. During the course of the season prices gradually declined 10s. per standard on mixed goods, and 5s. to 7s. 6d. on thirds.

Grain.—From Gottenburg the export of grain in 1865 amounted to 290,100 quarters, and from the other ports of this Consulate 767,850 quarters, making a total of 1,057,950, and being 163,250 quarters in excess of 1864.

Cattle.—The very high prices in England consequent on the prevailing cattle plague have given an impetus to the export of cattle and butchers' meat from Sweden.

The shipments from this port to England during 1865, were as follows, viz. :

Oxen	..	..	..	..	2,562
Calves	..	..	..	..	62
Sheep	..	..	..	..	2,727
Pigs..	..	..	..	..	2,119
Beef..	..	..	..	cwt.	2,972
Pork..	..	..	..	„	2,061

I subjoin a list of articles of export.

Oil Cake..	..	..	..	..	tons.	735
Zinc	..	..	..	..	„	10,925
Copper	..	..	..	..	„	183
Lead	..	..	..	..	„	70
Manganese	..	..	..	..	„	65
Tar and Pitch	..	..	..	..	„	230
Alum	..	..	..	..	cwt.	1,020
Rags	..	..	..	..	„	1,814
Bones	..	..	..	..	„	2,000
Pork, Beef, &c.	..	..	..	..	„	5,030
Train Oil	..	..	..	..	„	1,950
Cranberries	..	..	..	..	„	150
Carraway	..	..	..	..	„	60
Resin	..	..	..	..	„	180
Lamp-black	..	..	..	..	„	175
Butter	..	..	..	..	„	2,450
Cheese	..	..	..	..	„	260
Fish, Anchovies..	..	..	..	..	lbs.	8,817
Hides and Skins, raw	..	..	..	..	„	56,000
Paper, common	..	..	..	..	„	516,679
Soap	„	..	..	..	„	6,577
Wax	..	..	..	..	„	1,937
Cotton, Linen, and Hempen Cloth	..	..	..	..	„	28,497
Porcelain..	..	..	..	..	pieces	11,057
Bricks and Tiles	..	..	..	..	„	60,520
Live Animals, Oxen	..	..	..	..	..	2,562
„ Calves	..	..	..	..	..	62
„ Sheep	..	..	..	..	..	2,727
„ Pigs	..	..	..	..	..	2,119
Steam and other Machinery	..	..	..	..	value	£1,200
Lucifer Matches, 7,850 packages	..	..	..	..	„	£33,000

Imports.

There is a very considerable increase in the value of the imports into Gottenburg in 1865, as appears by the following approximate estimate for the years 1861 to 1865, viz.:

Years.	In British Ships.	In Foreign Ships.	Total.
	£	£	£
1861 ..	457,500	1,262,500	1,720,000
1862 ..	445,000	1,065,000	1,510,000
1863 ..	479,000	1,161,000	1,640,000
1864 ..	512,000	1,088,000	1,600,000
1865 ..	765,600	1,524,400	2,290,000

The increase is chiefly on the following articles :

	lbs.
Coffee	about 6,064,200
Cotton	„ 3,764,200
Cotton yarn	„ 500,000
Sugar, raw	„ 4,860,000
„ refined	„ 832,600

The following is a statement of the imports in 1865.

Grain, principally Rye and Barley ..	quarters	23,900
Meal of Wheat and Rye ..	cwt.	56,547
Rice and other Grits, not of corn ..	lbs.	929,455
Almonds	„	127,935
Butter	„	36,700
Cheese	„	218,600
Fish, Salted	barrels	78,015
„ Dried	cwt.	9,294
Glass, plate and window	lbs.	263,234
Hops	„	115,880
Indigo	„	30,635
Other Dyes	value	£11,810
Iron, Pig	tons.	1,306
„ Plate and other Wrought	„	807
„ Rails	„	7,680
Liquorice	lbs.	34,454
Manufactures, Silk, Woollen, Linen, and		
Cotton	„	926,655
Oil, Train	„	279,368
„ Fatty	„	1,863,418
Oil of Vitrol	„	193,412
Pepper	„	131,604
Plums, French	„	162,100
Pork	cwt.	1,424
Raisins	lbs.	342,587
Soda	cwt.	34,734
Soap	lbs.	17,434
Spices	„	34,518
Spirits, all kinds	„	1,227,040
Sugar, Refined	„	1,789,298
Tallow	„	100,600
Tea	„	38,790
Treacle	„	1,113,000
White Lead and Zinc	„	472,047
Wool	„	1,364,844
Woollen yarn	„	321,186
Wines	„	993,042
Machinery and Implements	value £	52,000

The average market prices (duty paid) of the principal articles of import in 1865 were as follows, viz.:

			s.	d.	s.	d.
Coal, British	per ton	18	0	to	20	0
Coffee, Java	lb.	0	10½		0	11
" Brazil	"	0	8½		0	9
Cotton, East Indian	"	1	5		1	6
" Yarn, British Water, No. 30 }	"	2	4		2	6
" " Mule No. 36 }	"					
Hides, Rio Grande	"	0	10		0	11
" Pernambuco, dry salted	"	0	7½		0	8
" Batavia	"	0	6½		0	7
Rice, Java	"	0	3		0	3½
Salt	ton	24	0			
Sugar, Raw	lb.	0	4½		0	5
Tobacco, Kentucky	"	0	10		1	2
Wool, Jutland	"	1	8		1	10
" Iceland	"	1	4		1	6

EXCHANGES.

The following were the mean rates of exchange per £ sterling on London at three months' date, during the year 1865:

	Rxd.	öre.		Rxd.	öre.
January	17	56	July	17	78
February	17	60	August	17	84
March	17	67	September	17	76
April	17	73	October	17	75
May	17	72	November	17	69
June	17	80	December	17	65

Average of the Year, 17 riksdalers 71 öre.

And I add a statement of the amounts of foreign bills negotiated at Gottenburg during the years 1861 to 1865, viz.:

	Rixdalers.
1861	46,991,900
1862	49,035,320
1863	46,981,556
1864	54,402,910
1865	54,753,115

Being 350,205 riksdalers, or about 19,400%, more than in 1864.

AGRICULTURE.

The harvest of 1865 in this district is considered to have been, in regard to quantity, an average one for winter seed, and under average for spring seed; and the quality generally good, the crops having been well got in.

Winter wheat and rye gave a fair average yield.

Barley and oats barely average, with a yield of five to seven fold.

Peas, beans, and tares, are under average yield of six to eight fold.

Potatoes generally attacked by the disease, and the yield not more than six to eight fold.

The hay crop was a bad one, and leaves barely sufficient for the wants of the province.

The average prices of corn and grain during the year were as follow:

	s.	d.		s.	d.
Wheat per quarter	38	0	Peas per quarter	38	0
Rye "	28	6	Beans "	27	6
Barley "	21	0	Potatoes per ton	48	0
Oats "	16	0			

Gottenburg, June 13, 1866:

TRIPOLI.

Report by Mr. Consul-General Frank Drummond Hay on the Trade of Tripoli, for the Year 1865.

SHIPPING AND NAVIGATION.

THERE was a decrease in the numbers and tonnage of shipping that entered and cleared at this port as compared with 1864, as the following Tables will show.

COMPARATIVE STATEMENT of British and Foreign Shipping during the Years 1864 and 1865.

				1864.			
				Entered.		Cleared.	
				Vessels.	Tonnage.	Vessels.	Tonnage.
British ..	..	..		37	5,047	37	5,144
Italian ..	..	..		62	5,050	62	5,050
Ottoman ..	..	..		111	8,220	110	8,330
Austrian ..	..	..		1	104	1	104
Greek ..	..	..		5	660	5	660
French ..	..	..		1	87	1	87
Tunisian ..	..	..		17	1,571	16	1,177
Total ..				234	21,739	232	20,552

				1865.			
				Entered.		Cleared.	
				Vessels.	Tonnage.	Vessels.	Tonnage.
British ..	..	..		41	6,228	41	6,246
Ottoman ..	..	..		118	10,950	117	10,890
French ..	..	..		2	847	2	847
Italian ..	..	..		10	950	10	950
Austrian ..	..	..		1	120	1	120
Greek ..	..	..		7	1,210	7	1,210
Tunisian ..	..	..		20	1,240	20	1,168
Total ..				199	20,545	198	21,431

Recapitulation.

				Entered.		Cleared.	
				Vessels.	Tonnage.	Vessels.	Tonnage.
1864 ..	..	..		234	21,739	232	21,552
1865 ..	..	..		199	20,545	198	20,431
Decrease in 1865 ..				35	1,194	34	1,121

An Ottoman steamer of 183 tons has run regularly during the year between this port and Malta ; in addition to which a British steamer belonging to the Malta and Alexandria Telegraph Company has also made some voyages, carrying cargo and passengers. Steamers are

gradually supplanting the sailing ships which formerly traded between Tripoli and Malta, the few remaining ships being engaged chiefly in the coasting trade.

The entrance to the port has again become somewhat dangerous in consequence of the disappearance of the buoys and landmarks laid down by Captain Spratt, R.N., in 1863. This circumstance has several times been brought under the notice of the local authorities, who have restored the landmarks, but have, as yet, made no attempt to replace the buoys marking the entrance of the harbour. There are no lights or lighthouses, and the want of them is much felt, for this port is at all times difficult to make, the palm-groves being the highest and, in fact, the only objects that can be seen by a vessel approaching the coast. Ships nearing the coast at night are obliged to lay to until daylight. There is no other harbour a ship can run to for shelter, and in bad weather the entrance of the port is especially difficult and dangerous.

TRADE AND COMMERCE.

The following Tables will show the exports and imports for 1865.

IMPORTS and EXPORTS in 1864 and 1865.

1864.			
Imports.	Value.	Exports.	Value.
	£		£
British Manufactures ..	17,500	Ivory	17,000
Foreign ditto	4,500	Dates	1,000
Colonials	8,500	Natrum	4,000
Iron	2,700	Madder Root	7,800
Brass	1,770	Butter	9,800
Lead	1,000	Wheat	20,500
Spirit of Wine	4,500	Barley	18,000
Tobacco	6,000	Oil	20,500
Rice	2,800	Feathers	10,000
Wood and Timber ..	2,900	Salt	4,000
Earthenware	1,100	Sundries	9,500
Sundries	3,600		
Total ..	56,770	Total ..	121,600

1865.			
Imports.	Value.	Exports.	Value.
	£		£
British Manufactures ..	1,300	Oil	5,000
Foreign ditto	6,300	Butter	4,100
Wheat	4,500	Wool	4,500
Barley	1,200	Salt	500
Brass	2,000	Dates	1,000
Iron	1,500	Madder Root	5,000
Lead	1,000	Skins	1,500
Colonials	8,500	Ivory	15,000
Oil	4,000	Feathers	12,000
Tobacco	2,000	Natrum	3,000
Spirit of Wine	4,500	Bullocks	16,000
Plank and Timber ..	2,900	Wheat	6,700
Firewood and Coals ..	1,500	Sundries	3,000
Sundries	7,000		
Total ..	71,700	Total ..	86,800

Recapitulation.

				Imports.	Exports.
				£	£
1864	..	..	..	56,770	121,600
1865	..	..	..	71,770	86,800
				14,930	34,800

Increase in Imports in 1865 14,930%.

Decrease in Exports in 1865 34,800%.

In the value of exports there was a decrease of 34,800% as compared with 1864 ; this is to be attributed to the failure last year of the crops of grain, oil, and dates, and to the transfer of the monopoly for exportation of salt to Bengazi, which, as having the salt-pans in its immediate vicinity, has been fixed upon as the port of shipment for this article. The produce of the salt-pans in the district of Tripoli being used for the consumption of the country.

The prohibition on the exportation of cattle, which had existed since March, 1863, was removed in May, 1865, and a considerable number of oxen were exported for Malta during the year. The increase in the imports was caused by the importation of grain from the district of Bengazi, where there was an abundant harvest, which coincided with the failure of the crops in this district.

There was nothing worthy of note in the domestic trade.

AGRICULTURE.

The staple crops in this country are wheat and barley, olives and dates. In 1865 there was a failure of all these for want of timely rains.

In the immediate vicinity of the town the land is irrigated by means of wells, from which the water is raised by oxen ; but the produce obtained by this means is not sufficient to affect the market to any extent.

Cotton does not appear to thrive in the soil of this district even when irrigated ; but it is difficult to say whether it is that the soil is unadapted to the plant, or that the proper mode of cultivating it is not understood by the natives. Whatever may be the cause all experiments with cotton have proved failures.

The absence of rain in the spring, and the consequent delay in the growth of grass caused great mortality amongst sheep from the want of proper nourishment.

POPULATION AND INDUSTRY.

The population of the whole regency of Tripoli is calculated at between 600,000 or 800,000. The whole of these with the exception of about 50,000 inhabiting the towns of Tripoli, Bengazi, Deina Mozook, and Ghadames, are a nomad people scattered over a country whose territorial extent exceeds that of France, and who, notwithstanding that its area comprises vast tracts of desert, are quite inadequate to the proper development of the resources of the country.

Agriculture forms almost the only occupation of the people.

PUBLIC WORKS.

There are no roads in the country but those formed by nature, or worn by constant use. In the flat sandy country there is, indeed, little

necessity for them, the only means of conveyance being on the back of animals. In the hilly country the dry beds of rivers or watercourses, and small tracks, are the only roads.

The telegraph line between Malta and Alexandria has stations at Tripoli and Bengazi.

Some improvements have lately been made in the town, such as the widening and paving of two of the principal streets, and the opening of a gate to the westward in addition to the two previously existing to the eastward, and situated within fifty yards of each other. These ameliorations are very beneficial as improving the ventilation of the town, and increasing the facilities for traffic.

A new and larger custom-house has been constructed at the sea-side, and the custom-house quay more than doubled in width.

A large tract of country about ten miles from the town which was previously an unhealthy marsh has been drained into the sea by the cutting of a deep trench; this will enable much land to be brought under cultivation which before was useless, whilst it has already produced a marked decrease in the malaria which, during the summer months, prostrated the inhabitants in its neighbourhood. There is a project for furnishing the town with a better supply of water by means of aqueducts from the hills of Gebel, which are situated about 100 miles westward of Tripoli.

The pasha is also making enquiries as to the practicability and advantage of boring artesian wells for the better irrigation of the country in the neighbourhood of Tripoli, but I fear many years will elapse before either of these projects are carried out.

Tripoli, May 27, 1866.

BENGAZI.

Report by Mr. Vice-Consul Dennis on the Trade and Commerce of Bengazi during the Year 1865.

SHIPPING AND NAVIGATION.

THE shipping that entered and cleared from the port of Bengazi during 1865 was nearly double that of the preceding year in number, as well as in tonnage and in the crews employed.

	ENTERED.		
	Vessels.	Tonnage.	Crews.
1864	153	11,586	1,299
1865	288	22,225	2,546
	CLEARED.		
	Vessels.	Tonnage.	Crews.
1864	150	11,321	1,276
1865	282	21,758	2,483

This great increase of shipping in 1865 is owing to the superabundant harvest in the province of Bengazi, and its general failure throughout the Regencies of Tripoli and Tunis, so that grain was exported hence to an extraordinary extent to those parts of the Barbary coast. This trade was carried on principally in native bottoms. Of the vessels that cleared, 175 of 12,177 tons, and 1,463 men, were under the Ottoman flag. 23, of 3,078 tons, and 216 men, were British. Of the 84 vessels remaining, 46 were Greek, 17 Italian, 16 Tunisian, 3 Austrian, 1 French, and 1 Egyptian.

TRADE AND COMMERCE.

The commerce of Bengazi during 1865, as indicated by the shipping, has flourished to an extent unprecedented of late years. It shows a considerable increase even on the extraordinary amount it reached in 1864.

	1864.	1865.
	£	£
Imports	80,515	97,000
Exports	103,650	132,385
	184,165	229,385

The foregoing figures are a more correct exponent of the prosperity of the province in 1865 than during the preceding year; inasmuch as the exports in the latter instance were nearly doubled in value by the large number of live stock previously existing in the land, but then sent to Egypt to meet an extraordinary demand, while the exports of 1865 show the amount of wealth actually created within the year by industrial labour.

Imports.

Articles.	Quantity.	Value.	From what Places Exported.
		£	
Cotton goods .. bales	210	18,900	Malta.
Sugar lbs.	200,000	3,350	"
Coffee "	60,000	2,300	"
Wine okes	100,000	2,250	Malta and Canea.
Beer dozen	600	375	"
Spirits okes	50,000	2,250	Canea.
Oil "	67,000	4,050	Malta.
Iron "	..	1,400	"
Copper "	..	350	"
Timber "	..	1,960	Malta and Venice.
Rice bags	1,170	2,500	Malta and Alexandria.
Hides "	3,000	1,500	Alexandria.
Tobacco okes	5,000	1,000	Levant.
Gold ornaments	..	1,270	Tripoli.
Silver ditto okes	500	6,365	"
Silken goods	..	2,300	"
Soap "	..	2,200	Tripoli and Canea.
Dates okes	343,000	3,430	Tripoli and Mesurata.
Mats "	25,000	1,500	"
Baracans "	..	25,750	Tripoli and Gerbi.
Tarbooshes dozen	2,000	12,000	Tunis.
Total	..	£ 97,000	

A comparison of the above imports with those of 1864 will show an advance of nearly 25 per cent. in value. This improvement, however, is but apparent, for from the imports given as proper to the former year a number of articles were omitted, chiefly because, being generally introduced surreptitiously, they were not recognized as among the imports by those furnished me with the information. They are gold and silver ornaments, and silken robes from Tripoli, and tarbooshes, or red woollen caps, from Tunis, all of which have a place among the regular imports, but have greatly increased in quantity in the last two years, owing to the extraordinary prosperity of the province.

The fact of the contraband introduction of these articles also accounts for the disagreement which exists between the foregoing statement and that given of the value of the cargoes inwards in the Shipping Returns for 1865. Vessels bringing only such goods as these, or other light articles, are often returned as "in ballast," and the value of what they have really brought is consequently omitted from the calculation.

In fact, the imports for 1865 have been very nearly equal to those of 1864. Certain articles have been introduced to a greater extent; others in less quantities, or in diminished value. The chief falling off is in oil, which is owing to the excellent butter crop of 1865; and in hides, in consequence of the cessation of the murrain in Egypt. Cotton goods, though not diminished in quantity have partaken of the general depreciation in value consequent on the termination of the civil war in America.

Exports.

Articles.			Quantity.	Value.	To what Ports Shipped.
				£	
Barley	..	.. kilos	650,000	48,370	Tripoli, Tunis, Canea, &c.
Wheat	..	.. "	100,000	20,000	"
Salt	..	.. okes	2,300,000	19,360	Alexandria and Levant.
Butter	..	.. "	210,000	17,700	Alexandria and Canea.
Wool	..	.. bales	600	5,500	Mesurata and Livorno.
Skins	..	.. "	50,000	5,680	Malta.
Bark	..	.. bales	1,200	2,775	Alexandria.
Sponges	..	.. "	..	5,600	Levant.
Oxen	..	.. head	720	4,400	Malta.
Sheep	..	.. "	3,000	3,000	Alexandria.
Total			..	132,385	

The large amount of exports during the past year is owing almost wholly to the unprecedented harvest, and the simultaneous demand for grain on the neighbouring shores of the Mediterranean. In the other articles of export, live stock excepted, there has been a slight improvement, their value taken together being 57,485*l.* in 1865, against 51,450*l.* in the preceeding year. In the export of live stock, on the contrary, there has been an immense falling off, their value being only 7,400*l.* against 49,000*l.* in 1864. This is no indication of failing prosperity in the province. The extraordinary demand raised for the Egyptian market in the former year having been satisfied this branch of commerce naturally shrank to its ordinary dimensions.

Grain.—The quantity exported was not more than two-thirds of the crop, which is estimated to have reached 1,000,000 of barley, and 160,000 kilos of wheat, the remainder being either retained for consumption in the province, or stored for exportation, but not shipped at the close of the year. The greater part of the shipments have been for Tripoli, where, owing to the general failure of the harvest, the demand has been very great. Large shipments have also been made to Tunis, Sfax, Gerbi, and the coast of that Regency. Grain has also been exported in considerable quantities to Malta, Canea, and Alexandria, and even to the ports of Italy and Sicily.

Salt.—The export of this Government monopoly in 1865 has not equalled that of the preceding year, although, owing to the raising of the price, its money value is somewhat larger. The quantity exported will always be regulated in great measure by the general prosperity of the province, to which it will bear an inverse ratio. The profit on it is so small that no vessel that is seeking the best cargo will load with salt, which, unless in the case of a particular demand, is shipped only as a little preferable to ballast. In the past autumn a large quantity of fresh salt was collected from the lagunes around Bengazi, and double the quantity might have been stored, had labour been cheap. Should the harvest of 1866 be abundant, the salt-hills in front of the Castle will be little diminished in altitude; otherwise, there will be a large exportation of this product during the current year.

Butter.—This export has risen in quantity from 139,000 okes in 1864 to about 210,000 in 1865, the timely and plentiful rains that made the grain harvest so abundant last year, having also increased the yield of butter in a proportionate degree. The price, however, of this article has consequently fallen; from 13 piastres the oke, which was its average in 1864, it has now sunk to 9½ or 10 piastres. The greater part of the

butter exported last year went to Alexandria, and was shipped from Bengazi, for the vernal rains being nearly confined to this port, little of the crop could be conveyed to Derna for shipment, and, owing to the drought that prevailed through the eastern portion of the province, none could find its way, as usual, to Egypt overland.

Wool.—About 600 bales were exported in 1865, against 490 in 1864. The quantity increases year by year with the natural increase of the flocks, so long as there is no murrain to check it. The price has undergone little variation.

Skins.—The export of skins in 1865, as compared with the preceding year, shows a falling-off from 8,000*l.* to 5,680*l.* as regards value; and from 59,000 to about 50,000 in numbers. Of these, about half were sheep-skins, worth 10 piastres each, and half goat-skins at 15 piastres.

Bark.—The quantity of *zappino* bark exported has diminished from 1,575 bales in 1864 to 1,200 bales in 1865, while, on the other hand, the value of this export has advanced from 1,800*l.* in the former year to 2,775*l.* in the latter. The price has advanced from 45 piastres the *sah* in 1864 to 70 piastres in 1865; which is in part owing to the demand from Egypt exceeding the supply, and in part to the same causes that have diminished the quantity, viz., the scarcity of labour, which for nearly half the year was absorbed in gathering in the redundant harvest, and the improved circumstances of the peasantry who were so enriched by the harvest as to be hardly willing to resume labour for any remuneration.

Sponges.—It is impossible to ascertain the precise quantity or value of this product exported in any given year. The calculation is based only on the tonnage and crews employed in this branch of industry, and assumes that it has been attended by success. The value specified, therefore, can only be regarded as approximatively correct.

Live Stock.—In 1865 this export was confined to the shipment of oxen to Malta, and of sheep to Alexandria—720 of the former, and about 3,000 of the latter. The price of oxen has advanced during the past year from 4*l.* or 5*l.* a head to from 5*l.* to 8*l.*, the average being about 6*l.*; while that of sheep, which was from 150 to 200 piastres in 1864, has fallen to between 110 and 120 piastres, or about 1*l.* per head.

Prices.—The abundant harvest and consequent dearness of labour have caused a general advance in prices. Rents have risen fully 20 per cent. above their value in 1864. The following were the prices of the principal articles of consumption in 1865.

					Piast.	Piast.
Beef ..	..	..	..	per oke	5	to 6
Mutton ..	..	..	..	..	6	8
Barley ..	..	..	..	per kilo	8	9½
Wheat ..	..	..	..	..	19½	25
Oil ..	..	..	..	per oke	7	8½
Butter ..	..	..	..	..	9½	12½
Sugar ..	..	..	..	..	5½	7½
Coffee ..	..	..	..	..	12	14
Rice ..	..	..	..	..	3½	4½
Dates ..	..	..	..	..	2	6
Tobacco ..	..	..	..	..	25	35

Exchange.—There has been little variation in the value of gold during the past year, until the close, when there was a general advance.

					Piastres.
Sovereign ..	..	..	..	..	= 111
Lira Egiziana ..	..	..	..	..	111
Lira Ottomana ..	..	..	..	..	101
Napoleon ..	..	..	..	..	88
Zecchino of Austria ..	..	..	..	..	51

The silver coinage current here receded at first from the high prices it had reached at the close of 1864, but has since shown a strong tendency to improve.

	Piastres.
Spanish pillared dollar.	25
Austrian dollar.	23½
Sicilian dollar	22
Five-Franc piece	22

GENERAL REMARKS.

It may well be doubted whether such a redundant harvest as that of the year just closed is an unmitigated blessing. In this instance, where the crops failed simultaneously throughout the greater portion of the Barbary coast, great distress would probably have been experienced, had not the dearth been supplied by the superabundance of Bengazi. But as regards the people particularly favoured by this abundance, their enrichment by this means is a questionable advantage. I refer especially to the labouring classes, who, being paid in kind, receiving one-fourth, or even one-third of the entire produce, undiminished by any outlay, profit most largely by the exuberant bounty of nature. The pressure of want being removed, the inducement to industry is taken away also. The money acquired by extraordinary labour at extraordinary wages is in general squandered in luxury, if not in debauchery, and so long as it lasts, it is not easy to offer its possessor any inducement to renewed exertion. How far the fatalistic doctrines of Islamism, which strike deep root among so ignorant, bigoted, and secluded a population, are responsible for this evil, or how far it is attributable to the natural indolence of the race, I cannot determine; but it is evident that until the habits of the people become more thrifty and provident, the resources of the province can never be fully developed, even though the population should so increase as to bear a due ratio to the extent of the territory.

During the past autumn but little rain has fallen, and it has been confined to a small district of the province, so that a large portion of the land which gave so abundant a yield last year has not received sufficient moisture to be recultivated; and unless the vernal rains are copious, even much of the grain that has been sown will not come to maturity. In that case the present year may prove as remarkable for famine and distress as the last was for abundance and luxury.

Nothing has yet been done towards improving the port of Bengazi, though with the large increase of shipping, the want of such improvement has been more sensibly felt. During the present winter no less than three vessels have been wrecked within the port, or at its very mouth. Such casualties might be avoided were the harbour and the channel at its entrance properly dredged. Nor has any progress been made towards the establishment of steam communication between Bengazi and the neighbouring ports of the Mediterranean. The projected scheme has fallen to the ground, owing to the local government offering too little assistance, and claiming an undue share of the advantage. The chief local improvement effected during the past year is in the bazaar, and the adjoining piazza, which have been in great measure rebuilt by order of the Government, though at the expense of the citizens. The castle has also been repaired and rendered habitable.

Bengazi, February 1, 1866.

UNITED STATES.

NEW YORK.

Report by Mr. Consul Archibald on the Trade and Navigation of New York for the Year 1865.

SHIPPING AND NAVIGATION.

In the following returns and comparative statements it will be seen that the numbers and tonnage of British vessels engaged in the trade of this port during the past year have somewhat exceeded those for the year 1864. The tonnage of British vessels inwards exceeded that of the preceding year by 65,500 tons; while the tonnage outwards fell a little below the total outwards of 1864. This latter circumstance is owing to the fact of several American ships having been sold and transferred at this port to foreigners, after the arrival and last entry here as British vessels.

During the year 1865 forty-one foreign-built vessels, of a total tonnage of 13,161, were purchased and transferred at this port to British subjects, and cleared from hence with provisional certificates of registry. Subjoined to Table No. 7 will be found a statement of the numbers and tonnage of vessels similarly transferred, for the years 1862, 1863, 1864, and 1865 respectively.

Table No. 9 exhibits a statement of the numbers and average tonnage of British vessels employed in the foreign coal trade of this port for the year 1865. These vessels were engaged exclusively in the importation of coal from Nova Scotia and Cape Breton—a trade which has rapidly increased within the last two years, but which will now suffer a check owing to the expiration of the Reciprocity Treaty, and the imposition of the duty of 1 dollar 25 cents on colonial, in common with all other foreign coal. A great number of American vessels are also engaged in this trade; but as distinctive returns of the nationality of vessels in which coal is imported are not preserved at the Custom-house, it is impossible for me to furnish a comparative statement of the British and foreign shipping employed in the trade, nor indeed of the whole quantity of colonial coal imported into New York.

1.—DIRECT Trade in British Vessels from and to Great Britain and British Colonies for the Year 1865.

Entered.			Cleared.		
With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.
1,275	36	1,311	1,155	368	1,523

2.—INDIRECT Trade in British Vessels from and to other Countries.

Entered.			Cleared.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
1,345	57	1,402	1,037	130	1,167

3.—TOTAL Direct and Indirect Trade in British Vessels for the Year 1865.

Entered.			Cleared.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
2,713	1,015,998	42,514	2,690	1,014,096	42,234

4.—BRITISH Steamers Entered and Cleared during the Year 1865 (included in the preceding Tables).

Entered.			Cleared.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
238	434,280	17,940	234	430,342	17,736

5.—FOREIGN Built Vessels purchased by British Subjects and Cleared with Provisional Certificates of Registry during the Year 1865 (included in Clearances of preceding Tables).

Rig of Vessels.			Number of Vessels.	Tonnage.	Crews.
Steamer..	..	..	5	1,468	86
Ship ..	..	..	5	4,243	93
Barque ..	..	..	10	3,702	99
Brig ..	..	..	9	2,097	66
Brigantine ..	..	..	1	227	7
Schooner ..	..	..	11	1,424	67
			41	13,161	418

6.—RETURN showing the Value of Imports and Exports in American and Foreign Vessels respectively, for Five Years past.

Years.	Imports.		Exports.	
	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.
	\$	\$	\$	\$
1861 ..	70,382,977	91,301,522	95,221,536	47,682,153
1862 ..	69,199,104	113,645,659	79,430,719	120,235,873
1863 ..	38,113,376	145,902,984	44,387,878	174,868,325
1864 ..	31,777,560	177,391,322	42,239,046	227,999,561
1865 ..	33,230,088	245,690,884	53,398,524	159,895,470

N.B.—No Returns are kept at the Custom-house which show the value of imports and exports in the vessels of the respective foreign nations, and it is not practicable to obtain at this Consulate statistics of these values in British vessels.

The imports are valued in gold dollars; the exports in currency dollars, from which should be deducted the average premium of the year on gold, in order to reduce them to their equivalent in gold dollars.

7.—COMPARATIVE Return for Five Years of the Number and Tonnage of American, British, and all other Foreign Vessels, respectively Entered and Cleared at the port of New York.

1861.			1862.			1863.			1864.			1865.		
Port of New York.			Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Ves	Tons.	Men.
United States Vessels Arrived ...	...	3,035	1,613,968	44,776	2,093	1,472,989	39,762	1,722	986,713	27,731	1,568	845,172	25,412	774,453
" " Cleared ...	...	2,612	1,494,881	41,598	2,200	1,281,722	34,513	1,160	776,613	21,679	1,039	672,135	19,867	664,096
British Vessels Arrived ...	...	1,515	405,885	22,347	1,962	636,712	27,572	2,300	834,806	34,761	2,411	950,454	38,440	1,015,993
" " Cleared ...	...	1,436	454,887	21,374	2,013	647,013	27,772	2,554	1,013,449	37,702	2,594	1,038,906	42,232	1,014,096
All other Foreign Vessel Arrived ...	...	428	328,561	11,216	751	442,780	14,483	1,022	540,838	26,594	796	466,280	17,838	457,817
" " Cleared ...	...	510	357,165	12,049	841	573,782	15,106	1,152	600,942	27,118	827	548,402	18,325	481,130
Including in the Clearances for the Year 1862 ...			45 Foreign-built Vessels ...			Tons. Crew.			Purchased at this Port and Cleared with Provisional Certificate of Registry.					
" " " "	"	1863 ...	294	"	"	113,769	3,504	"	"	"	"	"	"	"
" " " "	"	1864 ...	138	"	"	53,912	1,525	"	"	"	"	"	"	"
" " " "	"	1865 ...	41	"	"	13,161	418	"	"	"	"	"	"	"
" " " "	"	1866 ...	41	"	"	13,161	418	"	"	"	"	"	"	"
			518			197,507			5,922					

Purchased at this Port and Cleared with Provisional Certificate of Registry.

8.—COMPARATIVE Statement of the Increase of British Trade and Shipping at the Port of New York for Five Years, from 1861 to 1865 inclusive.

Years.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1861 ..	1,515	465,885	22,247	1,486	454,887	21,374
1862 ..	1,962	636,712	27,572	2,018	647,013	27,772
1863 ..	2,360	854,806	34,761	2,554	1,014,049	37,602
1864 ..	2,411	950,454	38,440	2,594	1,038,906	42,232
1865 ..	2,713	1,015,998	42,514	2,690	1,014,096	42,234

9.—AVERAGE Tonnage of British Vessels bringing Coal from Nova Scotia to New York, during the Year 1865.

	80 to 150 Tons.	150 to 300 Tons.	300 to 500 Tons.	500 and Upwards.	Total Vessels.	Total Tons.
January	..	5	2	..	7	1,574
February	3	2	2	..	7	1,542
March	2	5	3	..	10	2,320
April	2	3	..	3	8	2,742
May	9	12	4	3	28	7,055
June	14	21	8	1	44	9,547
July	23	30	4	2	59	11,807
August	9	32	10	1	52	12,624
September	25	29	9	6	69	16,885
October	6	27	2	1	36	7,541
November	6	13	3	3	25	6,624
December	3	3	3	1	10	2,703
Total	102	182	50	21	355	82,964

10.—ARRIVALS of Shipping at New York in 1865, from Foreign Ports.

Nations.	Steamers.	Ships.	Barques.	Brigs.	Schooners.	Total.
United States of America	157	270	313	305	385	1,430
Great Britain	238	124	516	1,181	654	2,713
Bremen	22	52	77	6	..	157
Italy	..	..	20	32	1	53
Denmark	..	1	8	26	5	40
Hamburgh	28	20	14	11	1	74
Russia	1	1	6	4	..	12
Netherlands	..	..	14	8	5	27
Prussia	..	5	11	3	1	20
France	9	4	9	7	2	31
Norway	..	2	9	8	..	19
Sweden	..	..	5	12	1	18
Hanover	..	7	6	8	..	21
Austria	..	2	2	4	..	8
Mecklenburg	..	2	5	1	..	8
Portugal	..	5	3	11	1	20
Oldenburg	..	..	2	4	..	6
Spain	1	2	4	9	..	16
Belgium	..	1	..	1	..	2
Argentine Republic	..	1	9	2	..	12
Brazil	..	..	..	9	..	9
Venezuela	..	..	..	7	..	7
New Granada	1	..	..	2	1	4
Colombian	..	..	..	1	..	1
Total	457	499	1,033	1,662	1,057	4,708

TRADE AND COMMERCE.

Imports.—From the following statement and classification of the imports at this port for the past year it will be seen that the gross amount was 224,742,419 dollars in gold, equal, at the rate of $4\frac{84}{100}$ dollars to the pound sterling, to 46,434,384*l*. Owing to the heavy imports of dry goods, the total for the year exceeds that of the imports of any year since the commencement of the war. This increase was due principally to the short supply of foreign goods, and the great and unexpected demand for goods

in the South, consequent on the close of the war. It will be seen, too, that the receipts at this port during the last six months of 1865 were more than double those of the first six months of the year.

11.—FOREIGN Imports at New York for five Years.

	1861.	1862.	1863.	1864.	1865.
	\$	\$	\$	\$	\$
Dry Goods	43,636,689	56,121,227	67,274,547	71,589,752	92,061,140
General Merchandise	133,472,764	117,140,813	118,814,219	144,270,386	130,557,998
Specie	37,088,413	1,390,277	1,525,811	2,266,622	2,123,281
Total	214,197,866	174,652,317	187,614,577	218,125,760	224,742,419

12.—TOTAL Imports at New York during 1865.

	\$
January	10,620,117
February	11,473,668
March	16,012,373
April	14,174,464
May	12,876,109
June	16,855,321
July	19,161,838
August	24,475,608
September	22,674,496
October	23,134,675
November	27,235,651
December	26,048,099
Total	224,742,419

Exports.—The exports from New York, on the other hand, show a falling off of about sixty-four millions of dollars, forty-three millions being the decrease in the shipment of produce, and nearly twenty one millions in specie. The amount and value of exports from this port have been to some extent affected by the opening of the Southern ports, and the shipment from thence of cotton, &c., direct to Europe, which would otherwise have been made from New York.

13.—EXPORTS during six Years from New York to Foreign Ports, exclusive of Specie.

	1860.	1861.	1862.	1863.	1864.	1865.
	\$	\$	\$	\$	\$	\$
1st Quarter	20,827,086	33,477,742	32,075,568	50,614,908	41,429,756	46,710,118
2nd "	22,740,760	33,123,489	29,798,344	41,046,726	49,446,686	24,216,567
3rd "	26,079,326	30,075,918	45,313,299	38,825,587	79,519,134	40,521,493
4th "	33,845,108	41,917,752	49,747,611	40,223,747	52,426,966	67,178,421
Total	103,492,280	138,594,901	156,934,822	170,718,768	221,822,542	178,626,599

14.—CLASSIFICATION of Exports.

	1860.	1861.	1862.	1863.	1864.	1865.
	\$	\$	\$	\$	\$	\$
Domestic Produce	95,468,296	131,235,995	149,179,591	164,249,177	201,855,989	174,247,154
Foreign, free —	2,258,710	2,154,917	2,853,848	1,037,212	2,142,458	938,735
Foreign, dutiable	5,765,274	5,203,959	4,901,883	5,425,579	17,824,095	3,440,410
Specie and Bullion	42,191,171	4,236,250	59,437,021	49,754,066	50,825,621	30,003,683
Total	145,683,451	142,861,151	216,371,843	220,466,034	272,648,163	208,629,982

15.—RECEIPTS for Customs at New York for the past Five Years, in Gold Dollars.

		\$
1861	.. .. .	21,714,981
1862	.. .. .	52,254,116
1863	.. .. .	58,886,054
1864	.. .. .	66,937,137
1865	.. .. .	101,772,905

16.—PREMIUMS per Cent. on Gold during the Year 1865.

		\$	to	\$
January	16	118 $\frac{1}{2}$		121 $\frac{1}{2}$
	30	111		114 $\frac{1}{2}$
February	15	104 $\frac{3}{4}$		106 $\frac{1}{2}$
	28	100 $\frac{1}{2}$		103 $\frac{1}{2}$
March	15	74 $\frac{1}{2}$		78 $\frac{1}{2}$
	30	49 $\frac{5}{8}$		51 $\frac{1}{2}$
April	17	48 $\frac{1}{2}$		53
	29	46		46 $\frac{1}{2}$
May	15	29		30 $\frac{1}{2}$
	30	37 $\frac{1}{2}$		38 $\frac{3}{4}$
June	15	43 $\frac{1}{2}$		47 $\frac{1}{2}$
	30	39		41 $\frac{1}{2}$
July	15	42		42 $\frac{1}{2}$
	31	43 $\frac{1}{2}$		44 $\frac{1}{2}$
August	15	40 $\frac{1}{2}$		41 $\frac{1}{2}$
	31	44 $\frac{1}{2}$		45
September	15	42 $\frac{1}{2}$		43 $\frac{1}{2}$
	30	44		44 $\frac{1}{2}$
October	14	44 $\frac{1}{2}$		44 $\frac{1}{2}$
	31	45 $\frac{1}{2}$		46 $\frac{1}{2}$
November	15	47 $\frac{1}{2}$		47 $\frac{1}{2}$
	30	47 $\frac{1}{2}$		48 $\frac{3}{4}$
December	15	46 $\frac{1}{2}$		46 $\frac{1}{2}$
	30	44 $\frac{1}{2}$		45

Petroleum.—The amount produced last year has not realized expectations formed. Not only is this seen in diminished exports, but the total receipts have fallen off, showing a diminished production.

17.—TOTAL AMOUNT of Petroleum taken for Consumption at New York, and Exported from New York, Boston, and other Ports, as follows, for the last three Years.

		1863.	1864.	1865.
Exported from New York	barrels	488,690	533,394	377,162
Taken for Consumption .. .. .	.. .. .	314,481	242,187	241,161
Total for New York	.. .. .	803,171	775,581	618,323
Exported from Boston .. .. .	.. .. .	51,235	42,307	37,867
.. .. . Philadelphia .. .. .	.. .. .	134,893	194,003	307,673
.. .. . Baltimore .. .. .	.. .. .	22,896	23,249	25,608
.. .. . Portland and elsewhere	.. .. .	8,552	1,769	3,737
Total barrels	.. .. .	1,020,747	1,036,915	993,208

IMMIGRATION.

The number of emigrants arrived at this port in 1865 exceeded that of the preceding year by upwards of 13,000. I extract from the Report of the Emigration Commissioners to the State Legislature the following interesting statements and returns. The arrangements for the care and management of emigrants on arrival here are well systematized, and admirably carried into effect. The vast numbers, sometimes exceeding

1,100 steerage passengers, brought over in a single ship, seems hazardous to the health of so many human beings crowded into a confined space, notwithstanding the numbers carried may not exceed the statutory allowance.

The Report of the Superintendent and General Agent exhibits many interesting and important details, of which not the least valuable and important are the statements of the relative proportions of sailing and steam vessels bringing passengers, the constantly increasing proportion of steamers in the business, their respective national flags, and the ports from which they sailed.

By comparison with former years, it is shown that the number of steamers landing passengers at Castle Garden has increased from 22, bringing 5,111 passengers, in 1856, to 109, bringing 34,247 passengers, in 1860; to 95, bringing 21,110 passengers, in 1861, to 100, bringing 25,843 passengers, in 1862; to 170, bringing 63,931 passengers, in 1863, to 203, bringing 81,794 passengers, in 1864; and to 220 steamers, bringing 116,579 passengers, in 1865.

Although the emigration of the last year exhibits a falling off from that of earlier years, the arrivals show the same marked difference in favour of steamers over sailing vessels as in late previous years. For instance, while in 1859 the average number brought by steamers was 230 against 184 in sailing vessels, in 1860 it was 314 against 109; so in 1861 it was 222 against 132; in 1862 it was 258 against 150; in 1863 it was 376 to 263; in 1864 it was 413 to 291; and in 1865 it was 530 to 284: showing an average difference in favour of steamers of 264 passengers in 1865, 112 in 1864, 113 in 1863, 108 in 1862, of 90 in 1861, 115 in 1860, and of 46 in 1859.

The statistics collected and preserved at the emigrant dépôt, as to emigrants, their nations, and their destination in this country, with other details, are curious and instructive, and gradually form a body of valuable information for legislative and financial uses.

The number of persons who landed at Castle Garden was 200,031 (including many not subject to bonds or commutation), arriving in 514 vessels, from 14 different ports.

None of these vessels were crowded with passengers, as often occurred in former years, the average number in each vessel being 389. Register entries have been made of the intended or avowed destination of each passenger, a Table of which accompanies this Report. Of these, 99,433 reported their intended destination to be the State of New York; 22,671 to Pennsylvania and New Jersey; 13,511 to New England; 10,826 to the Southern States; 45,317 to Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, and California; and 3,453 to Kansas, Nebraska, Canada, &c., &c.

Among the Tables in the Appendix will be found a detailed statement of the number of passengers brought to the port of New York on the several steam lines, showing the ports from which passengers were brought, and the number on the several lines.

Another Table of more immediate interest is that of the comparative mortality of passengers on board sailing vessels and those who embarked on board steamers. This shows a very large proportional disparity in favour of the steamers. Out of 131,251 passengers in 257 steamers, 118 died; whilst from among 84,431 in 302 sailing vessels, the deaths were 581.

The amount of sickness contracted, and of deaths consequent thereon, amongst the passengers on sailing vessels, in 1865, has been alarming. It is a subject of great interest, as well with regard to humanity as to the health and commerce of this port. It demands a rigid enforcement of the

existing laws on both sides of the Atlantic, and probably new and more stringent legislation.

The plan of enabling families destined for the interior to proceed on their journey, without sacrifice of their property, by making small advances on a pledge of baggage or other portable property, without interest or any additional charge for storage or otherwise, produces great good, effected with small cost.

The experience of nine years has shown the value of this plan, and it has been continued regularly with the best effect. Thus assistance has been rendered to many who might otherwise have become the prey of fraud, or have fallen into destitution, whilst the character of the assistance was such as not to lessen the feeling of independent self-reliance necessary to self-support and success in all callings.

There has been advanced for this object, during 1865, the sum of 122 dollars to 19 families, who have already repaid the entire amount.

Of the whole amount advanced since this plan was adopted in August, 1856, viz., 23,215 dollars 50 cents, there remains due 1,376 dollars 75 cents by 111 families. The Table in the Appendix shows the annual amounts since 1856.

The arrangements of the department for letters and messages for the emigrants have been of excellent effect. During the year 1865 there were 1,649 letters written for newly-arrived passengers, to which 1,391 answers were received at Castle Garden, containing 22,621 dollars 72 cents. Remittances amounting to 39,667 dollars 16 cents were also received in anticipation of the arrival of the passengers. Besides the above moneys, the several amounts of 3,130 dollars 57 cents, 43,263 dollars 53 cents, and 363 dollars 50 cents, were received at this office, at the office of the Irish Emigrant Society, and at the office of the agent at Albany, and applied to the forwarding of recently-arrived emigrants. Numerous messages were also received from emigrant societies and from individuals, to inform passengers, on their landing, of funds being ready at their disposal when they should arrive, with the necessary information respecting them.

RETURN showing the Ports whence Emigrant Passenger Vessels have arrived, together with the Nationality and Number of Vessels, and Number of Emigrant Passengers and others from each Port landed at Castle Garden, for the Year 1865.

Port whence Sailed.	Nation.	Number of Vessels.	Number of Bondable Passengers.	Number of Passengers returning to U. S.	Total Passengers.
Liverpool, England ..	Great Britain.	245	107,286	4,604	111,890
London, " ..	"	36	6,736	282	7,018
Shields, " ..	"	1	22	3	25
Newport, " ..	"	1	15	9	24
Australia ..	"	1	56	16	72
Algoa Bay, Africa ..	"	1	46	1	47
Glasgow, Scotland ..	"	24	9,177	285	9,462
Londonderry, Ireland ..	"	3	576	26	602
Havre ..	France ..	18	4,850	68	4,918
Rotterdam ..	Holland ..	9	502	12	514
Bremen ..	Bremen ..	99	34,641	313	34,954
Hamburgh ..	Hamburgh ..	60	27,888	95	27,983
Antwerp ..	Belgium ..	12	2,211	21	2,232
Genoa, Italy ..	Sardinia ..	4	249	41	290
Total ..	.. ..	514	194,255	5,776	200,031

NUMBER and Destination of Passengers during the Year 1865.

Name of State.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Arkansas	...	...	...	...	...	...	1	2	...	...	...	1	4
Alabama	...	...	...	...	...	...	5	...	...	...	...	5	27
British Columbia	...	...	...	...	...	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...	...	...	...	...	...
California	63	30	69	135	213	182	143	168	125	...	...	...	1,367
Connecticut	63	23	49	98	137	122	76	56	65	...	...	...	70
Delaware	75	43	109	216	170	352	213	236	213	...	...	...	877
Cuba	...	...	...	...	...	...	...	...	...	...	...	...	2,323
D. Columbia	14	11	4	16	11	1	1	...	...	...	...	...	50
Florida	21	...	40	71	143	172	145	164	14	...	...	...	2
Georgia	...	...	...	...	...	...	...	...	...	...	...	...	8
Iowa	...	...	...	...	...	...	...	...	...	...	...	...	20
Illinois	...	...	...	...	...	...	...	...	...	...	...	...	149
Indiana	...	...	...	...	...	...	...	...	...	...	...	...	1,229
Kentucky	...	...	...	...	...	...	...	...	...	...	...	...	5
Kansas	...	...	...	...	...	...	...	...	...	...	...	...	...
Louisiana	...	...	...	...	...	...	...	...	...	...	...	...	...
Massachusetts	...	...	...	...	...	...	...	...	...	...	...	...	...
Maryland	...	...	...	...	...	...	...	...	...	...	...	...	...
Maine	...	...	...	...	...	...	...	...	...	...	...	...	...
Michigan	...	...	...	...	...	...	...	...	...	...	...	...	...
Minnesota	...	...	...	...	...	...	...	...	...	...	...	...	...
Missouri	...	...	...	...	...	...	...	...	...	...	...	...	...
Mexico	...	...	...	...	...	...	...	...	...	...	...	...	...
Mississippi	...	...	...	...	...	...	...	...	...	...	...	...	...
New Hampshire	...	...	...	...	...	...	...	...	...	...	...	...	...
Nova Scotia	...	...	...	...	...	...	...	...	...	...	...	...	...
New York	...	...	...	...	...	...	...	...	...	...	...	...	...
New Jersey	...	...	...	...	...	...	...	...	...	...	...	...	...
Nebraska	...	...	...	...	...	...	...	...	...	...	...	...	...
North Carolina	...	...	...	...	...	...	...	...	...	...	...	...	...
New Brunswick	...	...	...	...	...	...	...	...	...	...	...	...	...
Oregon	...	...	...	...	...	...	...	...	...	...	...	...	...
Rhode Island	...	...	...	...	...	...	...	...	...	...	...	...	...
Ohio	...	...	...	...	...	...	...	...	...	...	...	...	...
Pennsylvania	...	...	...	...	...	...	...	...	...	...	...	...	...
South Carolina	...	...	...	...	...	...	...	...	...	...	...	...	...
South America	...	...	...	...	...	...	...	...	...	...	...	...	...
Texas	...	...	...	...	...	...	...	...	...	...	...	...	...
Tennessee	...	...	...	...	...	...	...	...	...	...	...	...	...
Vermont	...	...	...	...	...	...	...	...	...	...	...	...	...
Utah	...	...	...	...	...	...	...	...	...	...	...	...	...
Virginia	...	...	...	...	...	...	...	...	...	...	...	...	...
West Indies	...	...	...	...	...	...	...	...	...	...	...	...	...
Wisconsin	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	5,319	2,466	6,171	10,818	24,451	27,119	21,290	22,011	23,204	20,069	24,995	12,118	200,031

**NAMES of Steamers and Number of Passengers arrived at the Port of
New York from European Ports during the Year 1865.**

Names of Steamers.	No. of Trips.	First Cabin.	Second Cabin.	Steerage.	Total.
<i>Dale, or Inman Line.</i>					
Etna	7	297	..	2,596	2,893
Edinburgh	8	254	..	3,311	3,565
City of Baltimore	8	479	..	3,993	4,472
„ Glasgow	4	25	..	2,250	2,275
„ Cork	9	185	..	3,426	3,611
„ London	8	715	..	4,133	4,848
„ Dublin	7	14	..	3,075	3,089
„ Boston	7	577	..	3,863	4,440
„ Limerick	8	7	..	3,209	3,216
„ Washington	7	425	..	3,810	4,235
„ Manchester	6	159	..	3,510	3,669
Kangaroo	5	48	..	2,513	2,561
City of New York	5	350	..	2,004	2,354
Total	89	3,535	..	41,693	45,228
<i>Cunard Line.</i>					
China	3	204	..	..	204
Cuba	5	510	..	..	510
Australia	4	291	..	..	291
Persia	6	1,020	..	..	1,020
Scotia	6	1,273	..	..	1,273
Sidon (screw)	1	..	..	245	245
Java	2	374	..	..	374
Total	27	3,672	..	245	3,917
<i>Glasgow Line.</i>					
Britannia	8	142	..	2,505	2,647
United Kingdom	5	54	..	1,424	1,478
Caledonia	6	113	..	2,297	2,410
Hibernia	6	159	..	2,611	2,770
Total	25	468	..	8,837	9,305
<i>Bremen Line.</i>					
New York	7	376	668	3,098	4,142
America	7	651	586	3,228	4,465
Hansa	5	113	304	3,123	3,540
Bremen	5	281	697	2,070	3,048
Total	24	4,421	2,255	11,519	15,195
<i>National Line.</i>					
Virginia	8	218	..	5,692	5,910
Pennsylvania	7	130	..	4,672	4,802
Helvetia	6	176	..	5,057	5,233
Erin	5	240	..	4,996	5,236
St. George	1	2	..	338	340
Louisiana	5	74	..	3,020	3,094
Scotland	3	148	..	2,583	2,731
Queen	2	86	..	1,609	1,695
Peruvian	1	5	..	304	309
Moravian	1	11	..	263	274
St. Andrew	1	3	..	307	310
Total	40	1,093	..	28,841	29,934

Names of Steamers and Number of Passengers arrived at the Port of New York, from European Ports, during the Year 1865—*continued.*

Names of Steamers.	No. of Trips.	First Cabin.	Second Cabin.	Steerage.	Total.
<i>Hamburgh Line.</i>					
Borussia	5	154	294	1,985	2,433
Saxonia	6	335	769	3,109	4,213
Teutonia	6	123	541	3,273	3,937
Germania	5	218	536	2,802	3,556
Bavaria	5	145	346	2,992	3,483
Alemania	2	114	141	765	1,020
Total	29	1,089	2,627	14,926	18,642
<i>Bremen, North American Line.</i>					
Karnack	1	15	..	450	465
<i>Havre Line.</i>					
Lafayette	6	884	..	..	884
Washington	1	56	..	..	56
Europe	4	834	..	..	834
Total	11	1,174	..	..	1,774
<i>London and Havre Line.</i>					
Atalanta	3	48	..	1,500	1,548
Bellona	3	88	..	987	1,075
Cella	2	57	55	825	937
Total	8	193	55	3,312	3,560

RECAPITULATION.

Name of Steamship Line.	No. of Trips.	First Cabin.	Second Cabin.	Steerage.	Total.
Dale or Inman	89	3,535	..	41,693	45,228
Cunard (both)	27	3,672	..	245	3,917
Glasgow	25	468	..	8,837	9,305
National	40	1,093	..	28,841	29,934
Bremen	24	1,421	2,255	11,519	15,195
Hamburgh	29	1,089	2,627	14,926	18,642
Bremen, North America	1	15	..	450	465
Havre	11	1,774	..	..	1,774
London and Havre	8	193	55	3,312	3,560
Total	254	13,260	4,937	109,823	128,020

RETURN showing the Number of Passengers brought by Sailing and Steam Vessels, and the comparative Mortality and Births on the Voyage, during the Year 1865.

	Steamships.					Sailing Vessels.					Total.				
	Number of Vessels.	Cabin Passengers.	Steorage Passengers.	Births.	Deaths.	Number of Vessels.	Cabin Passengers.	Steorage Passengers.	Births.	Deaths.	Number of Vessels.	Cabin Passengers.	Steorage Passengers.	Births.	Deaths.
January	10	343	2,189	2	2	17	15	3,330	13	20	27	358	5,519	15	22
February	8	297	1,608	4	1	9	12	808	6	16	17	309	2,416	10	17
March..	13	351	4,620	2	5	11	15	1,309	3	5	24	366	5,929	5	10
April ..	17	658	9,637	6	10	14	20	3,128	7	13	31	678	12,765	13	23
May ..	17	1,084	11,610	4	10	32	45	10,254	16	47	49	1,129	21,864	20	57
June ..	21	1,142	13,713	3	3	29	66	11,882	22	131	50	1,208	25,595	25	134
July ..	22	1,491	13,186	4	5	28	84	9,232	15	23	50	1,575	22,418	19	28
August	20	1,690	11,658	6	12	31	79	9,470	23	68	51	1,769	21,128	29	80
September	24	2,514	13,966	6	11	34	67	9,292	19	71	58	2,581	23,258	25	82
October	22	2,260	11,742	5	15	30	102	8,924	18	39	52	2,362	20,666	23	54
November	24	1,923	11,588	5	41	45	119	11,251	26	101	69	2,042	22,839	31	142
December	22	868	7,184	5	3	22	37	4,890	18	47	44	905	12,074	23	50
Total	220	14,621	112,501	52	118	302	661	83,770	186	581	522	15,282	196,471	238	699
Cunard, S.S. Co.	26	2,187	..	..	..	..	..	..	..	..	26	2,187	..	..	..
Mackenzie	11	1,742	..	..	..	..	..	..	..	..	11	1,742	..	..	..
Total	257	13,550	112,701	52	118	302	661	83,770	186	581	559	19,211	196,471	238	699

New York, May 15, 1866.

PENNSYLVANIA.

Report by Mr. Consul Kortright on the Trade and Commerce of Pennsylvania for the Year 1865.

THE State of Pennsylvania since the termination of the war has shown a continued tendency to the development of its industrial, agricultural, and mining resources. Owing to the fatal destruction of human life caused by the four years war, the price of labour has ruled very high in all branches of industry; nevertheless, with the sole exception of wheat, the staple products of the State have been amply remunerative.

Notwithstanding the large State expenditures to support the war of the Union, amounting to about 6,000,000*l.* sterling, the people of the State have patiently borne the gravamen of taxation, heavier, perhaps, than that of any other country.

The trade in British vessels with Great Britain and her colonies shows an increase over the previous year, but there has been a considerable falling off in the imports of the port from all countries, as the following Table will show. It is to be observed, however, with reference to the imports of Philadelphia, that a large proportion of goods destined for this port are landed at New York, and forwarded by railroad to Philadelphia. The custom-house returns, therefore, do not fully represent the actual market stocks. The exports show a decrease from the previous year of a million of dollars (170,000*l.*), but, with this exception, are higher than any other year since 1791, as the following synopsis shows.

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	\$	\$		\$	\$
1791 ..	3,436,093	..	1831 ..	5,513,713	12,124,083
1792 ..	3,820,662	..	1832 ..	3,616,066	10,678,358
1793 ..	6,958,836	..	1833 ..	4,078,951	10,451,250
1794 ..	6,643,092	..	1834 ..	3,989,746	10,479,268
1795 ..	11,518,260	..	1835 ..	3,789,275	12,389,937
1796 ..	17,513,866	..	1836 ..	3,971,555	15,068,233
1797 ..	11,446,291	..	1837 ..	3,341,599	11,680,111
1798 ..	8,915,463	..	1838 ..	3,477,151	6,360,371
1799 ..	12,481,967	..	1839 ..	5,299,415	15,050,715
1800 ..	11,949,679	..	1840 ..	6,820,145	8,464,382
1801 ..	17,438,193	..	1841 ..	5,152,501	10,346,698
1802 ..	12,677,475	..	1842 ..	3,770,727	7,385,858
1803 ..	11,030,206	..	1843 ..	2,354,948	2,760,630
1804 ..	17,881,601	..	1844 ..	3,535,256	7,217,267
1805 ..	23,159,264	..	1845 ..	3,574,363	8,159,227
1806 ..	31,384,091	..	1846 ..	4,751,005	7,988,396
1807 ..	28,919,872	..	1847 ..	8,544,381	9,587,516
1808 ..	6,960,133	..	1848 ..	5,732,333	12,147,584
1809 ..	13,860,124	..	1849 ..	5,343,421	10,645,500
1810 ..	17,235,162	..	1850 ..	4,501,606	12,066,154
1811 ..	9,560,117	..	1851 ..	5,356,036	14,168,761
1812 ..	5,973,750	..	1852 ..	5,828,571	14,785,917
1813 ..	3,577,117	..	1853 ..	10,527,996	18,834,410
1815 ..	4,593,919	..	1854 ..	10,104,416	21,359,306
1816 ..	7,196,246	..	1855 ..	6,274,338	15,309,935
1821 ..	7,392,217	8,158,922	1856 ..	7,144,488	16,585,685
1822 ..	9,047,802	11,874,170	1857 ..	7,135,156	17,850,630
1823 ..	9,617,192	13,696,770	1858 ..	5,987,251	12,890,369
1824 ..	9,364,893	11,865,581	1859 ..	5,298,095	15,603,769
1825 ..	11,269,981	15,041,797	1860 ..	7,839,286	14,531,352
1826 ..	8,331,722	13,551,779	1861 ..	10,277,938	8,094,161
1827 ..	7,575,833	11,212,935	1862 ..	11,518,970	8,327,976
1828 ..	6,051,480	12,884,408	1863 ..	10,628,968	6,269,530
1829 ..	4,090,025	10,000,152	1864 ..	13,664,862	9,135,685
1830 ..	4,291,793	8,772,122	1865 ..	12,584,152	5,645,755

The premium on gold during the last four years has ranged as follows :—

	1862.	1863.	1864.	1865.
January ..	100 to 103 $\frac{3}{4}$	133 $\frac{1}{8}$ to 160 $\frac{3}{4}$	151 $\frac{1}{2}$ to 159 $\frac{3}{8}$	197 $\frac{1}{4}$ to 234 $\frac{3}{8}$
February ..	102 $\frac{1}{8}$ 102 $\frac{1}{2}$	152 $\frac{1}{2}$ 172 $\frac{1}{2}$	157 $\frac{1}{8}$ 161	196 $\frac{3}{8}$ 216 $\frac{1}{2}$
March ..	101 $\frac{1}{8}$ 102 $\frac{1}{4}$	139 171 $\frac{3}{4}$	169 169 $\frac{3}{4}$	148 $\frac{1}{8}$ 201
April ..	101 $\frac{1}{8}$ 102 $\frac{1}{4}$	145 $\frac{1}{2}$ 157 $\frac{7}{8}$	166 $\frac{1}{4}$ 184 $\frac{1}{4}$	143 $\frac{1}{2}$ 154 $\frac{1}{8}$
May ..	102 $\frac{1}{8}$ 104 $\frac{1}{2}$	143 $\frac{1}{2}$ 154 $\frac{1}{2}$	168 190	128 $\frac{1}{2}$ 145 $\frac{1}{8}$
June ..	103 $\frac{1}{8}$ 109 $\frac{1}{2}$	140 $\frac{1}{2}$ 148 $\frac{3}{4}$	193 250	135 $\frac{1}{4}$ 147 $\frac{3}{8}$
July ..	108 $\frac{3}{4}$ 120 $\frac{3}{8}$	123 $\frac{1}{4}$ 145	222 235	138 $\frac{1}{8}$ 146 $\frac{1}{8}$
August ..	112 $\frac{1}{2}$ 116 $\frac{1}{2}$	122 $\frac{1}{2}$ 129 $\frac{3}{4}$	231 $\frac{1}{2}$ 261 $\frac{1}{2}$	140 $\frac{1}{4}$ 140 $\frac{1}{8}$
September ..	116 $\frac{1}{8}$ 124	126 $\frac{7}{8}$ 143 $\frac{1}{8}$	191 254 $\frac{1}{8}$	142 $\frac{5}{8}$ 145
October ..	122 133 $\frac{1}{2}$	140 $\frac{3}{8}$ 156 $\frac{1}{4}$	189 227 $\frac{3}{4}$	144 $\frac{1}{8}$ 149
November ..	129 133 $\frac{1}{2}$	143 154	210 260	145 $\frac{1}{2}$ 148 $\frac{3}{8}$
December ..	128 $\frac{1}{2}$ 134	148 $\frac{1}{8}$ 152 $\frac{3}{4}$	212 $\frac{3}{4}$ 253 $\frac{3}{4}$	144 $\frac{1}{2}$ 148 $\frac{1}{2}$

The average rates of exchange during the year have been as follows :—

January ..	..	..	..	242
February ..	..	..	..	224
March ..	..	..	..	203
April ..	..	..	..	162
May ..	..	..	..	144
June ..	..	..	..	152
July ..	..	..	..	156
August ..	..	..	..	159
September ..	..	..	..	157
October ..	..	..	..	160
November ..	..	..	..	161
December ..	..	..	..	161

SHIPPING AND NAVIGATION.

The trade in British vessels has increased, while that in American ships has fallen off.

The following Table exhibits the transfers of ships to British ownership, during the year, at this Consulate :—

Class.	Number.	Tonnage.	Crews.
Barques	4	1,114	45
Brigs	3	720	24

The following is a comparative statement of trade in British vessels for the past six years :—

ENTERED.

Year.	Number.	Tonnage.	Crews.	Value of Cargoes.
				£
1860	113	19,521	905	186,085
1861	118	24,800	1,029	245,135
1862	158	36,240	1,273	142,596
1863	246	66,803	2,277	850,386
1864	256	80,990	2,894	1,930,410
1865	285	100,755	3,357	1,240,356

Trade in British Vessels—*continued.*

CLEARED.

Year.	Number.	Tonnage.	Crews.	Values of Cargoes.
				£
1860	109	12,057	891	208,020
1861	118	23,169	982	302,779
1862	149	34,575	1,217	403,202
1863	234	61,398	2,117	1,081,502
1864	247	79,611	2,821	1,082,255
1865	285	100,755	3,357	1,303,700

The following is a statement of American vessels that have entered and cleared through the Philadelphia custom-house during the same period, viz., from 1860 to 1865, inclusive :—

Years.	ENTERED.			
	From Foreign Countries.		From other American Ports.	
	Number.	Tonnage.	Number.	Tonnage.
1860	592	193,911	1,607	477,723
1861	392	130,629	1,078	282,515
1862	443	152,019	1,152	294,063
1863	388	115,687	4,049	591,770
1864	307	89,902	1,235	362,824
1865	274	76,259	1,196	353,001
	CLEARED.			
1860	500	159,025	1,663	565,729
1861	452	155,566	2,848	579,351
1862	384	139,576	3,371	610,349
1863	305	109,936	7,458	861,613
1864	159	51,784	8,995	1,470,583
1865	208	68,816	3,370	698,870

The above Table does not include all the vessels engaged in the coasting trade, but only such vessels as have entered and cleared at the custom-house.

The following Table will show the number of vessels engaged in the coasting trade. No flag but American is allowed to engage in this trade.

ARRIVAL of Vessels engaged in the Coasting Trade of the United States at Philadelphia during the Years from 1860 to 1865 inclusive.

1860	37,004
1861	34,577
1862	35,164
1863	34,096
1864	33,898
1865	31,833

DIRECT Trade in British Vessels from and to Great Britain and the British Colonies in the Year 1865.

ENTERED.

Total Number of Vessels.			Total Amount of Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total	With Cargoes.	In Ballast.	Total.		
122	5	127	51,953	2,212	54,165	2,308	£ 816,048

CLEARED.

98	54	152	40,301	18,402	58,783	1,701	585,400
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INDIRECT or Carrying Trade in British Vessels from and to other Countries in the Year 1865.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast	Total.		
								£
Cuba	68	..	68	17,713	..	17,713	609	211,500
United States ..	..	39	39	..	17,744	17,744	519	..
Antwerp	..	..	..	..	..	..	..	..
France	..	..	..	..	..	..	..	..
Russia	1	..	1	247	..	247	10	20,000
Portugal	..	..	..	..	..	..	..	..
Venezuela	13	2	15	2,870	505	3,375	174	58,500
Brazil	8	..	8	1,906	..	1,906	85	39,708
Porto Rico	15	..	15	2,799	..	2,799	126	60,000
Mexico	1	1	2	167	210	377	15	800
Greenland	4	..	4	1,170	..	1,170	48	9,200
Genoa	..	..	..	..	..	..	..	..
Bremen	..	..	..	..	..	..	..	..
Hamburgh	..	..	..	..	..	..	..	..
Rotterdam	..	..	..	..	..	..	..	..
Aspinwall	..	..	..	..	..	..	..	..
Hayti	2	..	2	410	..	410	28	16,600
Spain, Mediter. ..	1	..	1	139	..	139	9	4,000
Sicily	3	..	3	710	..	710	28	4,000
Total	116	42	158	28,131	18,459	46,590	1,646	424,308

Indirect or Carrying Trade—*continued*.

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast	Total.		
Cuba ..	44	3	47	9,958	1,704	11,662	211	£ 98,100
Venezuela ..	13	..	13	2,965	..	2,965	49	50,000
France ..	13	..	13	5,391	..	5,391	146	122,500
Brazil ..	10	..	10	2,604	..	2,604	109	45,800
Antwerp ..	21	..	21	10,486	..	10,486	333	292,000
Hamburgh ..	1	..	1	253	..	253	11	10,000
Russia ..	5	..	5	1,368	..	1,368	49	41,000
Genoa ..	3	..	3	676	..	676	27	18,500
Portugal ..	..	1	1	..	133	133	9	..
Rotterdam ..	1	..	1	291	..	291	9	8,000
Bremen ..	3	..	3	1,487	..	1,487	39	35,200
Porto Rico ..	7	..	7	1,211	..	1,211	53	14,100
Greenland ..	..	2	2	..	472	472	17	..
United States ..	..	3	3	..	1,441	1,441	44	..
Aspinwall ..	3	..	3	1,532	..	1,532	43	3,600
Total ..	124	9	133	38,222	3,750	41,972	1,049	718,300

TRADE AND COMMERCE.

The following are some of the principal articles imported at this port in comparison with previous years :

Imports.

Articles.			1863.	1864.	1865.
Brimstone..	..	.. tons	1,500	2,500	3,130
Coffee ..	..	.. bags	11,682	53,689	24,151
Fish ..	..	.. barrels	30,507	36,700	47,600
Hides ..	..	.. number	66,450	54,450	25,255
Iron ..	..	.. tons	1,800	8,100	2,870
		.. bars	57,200	90,000	18,650
Lead ..	..	.. bundles	66,800	110,000	20,100
		.. pigs	29,714	23,500	17,169
Lemons ..	..	.. boxes	34,100	24,600	20,800
Logwood ..	..	.. tons	3,747	3,320	13,963
Molasses ..	..	.. hogsheads	31,532	37,980	38,003
		.. barrels	21,421	7,580	2,990
Naval stores ..	..	.. "	576	1,250	5,719
Oranges ..	..	.. boxes	86,086	85,200	35,250
Rice ..	..	.. packages	2,800	3,200	2,600
Salt ..	..	.. sacks	127,737	61,972	124,800
		.. bushels	190,316	377,200	303,150
Salpetre ..	..	.. bags	1,000	3,100	3,500
		.. hhds.	47,519	39,151	59,066
Sugar ..	..	.. boxes	11,904	7,392	25,902
		.. barrels	4,090	1,150	4,727
		.. bags	24,981	13,923	16,840

Total Value of Imports £940,980

Exports.

Articles.				1863.	1864.	1865.
Flour	..	..	barrels	380,853	294,798	134,297
Wheat	..	..	bushels	624,076	526,448	9,945
Corn Meals	..	..	barrels	34,411	31,401	22,933
Rye	..	..	"	1,290	1,026	884
Ship bread..	..	..	"	217,549	83,050	137,359
Corn	..	..	bushels	14,098	10,439	9,702
Beef	..	..	tierces	4,206	2,784	..
			barrels	4,222	4,391	1,469
Pork	..	..	tierces	2,944	..	..
			barrels	13,943	6,220	3,056
Butter	..	..	.. lbs.	610,535	224,228	149,484
Cheese	..	..	"	195,339	93,777	5,434
Tallow	..	..	"	5,418,663	4,155,469	2,016 900
Candles	..	..	"	894,010	708,395	276 386
Soap	..	..	"	345,792	134,732	63,250
Bacon	..	..	"	1,855,591	741,281	127,655
Lard	..	..	"	6,943,659	3,443,197	800,565
Bark	..	..	.. hhds.	1,028	2,076	656
Clover seed	..	..	bushels	24,646	1,521	3,874
Coal	..	..	.. tons	40,762	8,991	17,430
Coal Oil	..	..	.. galls.	2,680,174	7,666,025	12,156,202

Total Value of Exports £2,097,360

Molasses.—The following is a comparative statement of the imports of molasses at this port, from foreign ports, for the last two years.

				1864.			1865.		
				Hhds.	Tierces.	Barrels.	Hhds.	Tierces.	Barrels.
Cienfuegos	..	..	..	1,342	106	..	1,995	190	189
Cardenas	..	..	..	7,177	636	297	5,864	633	811
Matanzas	..	..	..	11,694	1,096	100	14,549	1,603	138
Trinidad	..	..	..	4,887	368	296	2,395	264	..
Havanna	..	..	..	745	33	..	291	40	..
Lagua	..	..	..	5,384	305	708	2,921	254	44
English Island	..	..	..	2,195	68	47	2,986	56	93
Porto Rico	..	..	..	70	16	..	1,660	56	58
Remedios	..	..	..	1,464	77	40	1,531	302	56
Total	..	..	..	34,958	2,755	1,579	34,162	3,398	1,520

The total consumption in the United States was 35,185,038 gallons, of which 34,335,038 gallons were foreign.

PRICES of Molasses.

				New Orleans.		Clayed Cuba.	
				cts.	cts.	cts.	cts.
1861	..	per gall.	..	32 to 37	..	15 to 18	..
1862	..	"	..	50	55	20	23
1863	..	"	..	50	56	24	28
1864	..	"	..	65	70	41	45
1865	..	"	..	135	150	57½	62½

Sugar.—The amount of foreign sugar imported was as follows:

Years.	Boxes.	Hhds. and Tierces.	Barrels.	Bags.
1863.. ..	11,904	43,055	3,618	18,076
1864.. ..	7,892	35,911	958	13,921
1865.. ..	25,658	58,714	3,933	16,840

Prices.

				New Orleans.		Cuba.	
				cts.	cts.	cts.	cts.
1863	per lb.			8 $\frac{1}{2}$	to 10 $\frac{3}{4}$	8	to 10
1864	"			11 $\frac{1}{2}$	14	11 $\frac{1}{4}$	13
1865	"			18 $\frac{1}{2}$	25	16 $\frac{1}{2}$	22 $\frac{1}{4}$

Cotton.—The following shows the receipts of cotton at Philadelphia by water, for the year 1865 :

					Bales.
South America	..	..	..	..	1,406
West Indies	..	..	..	..	386
Charlestown	..	..	..	..	2,528
Savannah	..	..	..	..	3,532
New Orleans	..	..	..	..	3,596
Mobile	..	..	..	..	196
Wilmington	..	..	..	..	322
Total					<u>11,966</u>

Prices.

				Upland and Florida, Middling.		New Orleans and Mobile, Middling.	
				cts.	cts.	cts.	cts.
1863	per lb.			67 $\frac{1}{2}$		67 $\frac{1}{2}$	
1864	"			81	to 82	82	
1865	"			120		120	to 121

Wool.—The stock of wool in Philadelphia at the end of the year 1865 was as follows :

					lbs.
Common Fleece	..	..	..	..	336,000
Quarter to half blood	..	..	..	..	1,025,000
Half and above	..	..	..	..	1,509,000
Double extra	..	..	..	..	482,000
Tub	..	..	..	..	243,000
Pulled	..	..	..	..	380,000
Fleece (not classified)	..	..	..	..	980,000
Total stock of Wool in Philadelphia at end of the year	..	..	..	..	4,895,000
Foreign stock only	..	..	..	..	1,100,000
Total					<u>5,995,000</u>

The above is considered a very large supply.

Duties on Merchandise Imported in 1865..

First Quarter—		\$	\$
In American Vessels ..	..	261,911	
In Foreign Vessels ..	..	375,173	
		-----	637,084
Second Quarter—			
In American Vessels ..	..	844,158	
In Foreign Vessels ..	..	889,858	
		-----	1,734,016
Third Quarter—			
In American Vessels ..	..	592,526	
In Foreign Vessels ..	..	738,779	
		-----	1,331,305
Fourth Quarter—			
In American Vessels ..	..	350,311	
In Foreign Vessels ..	..	726,498	
		-----	1,076,809
Total Duties ..	..		\$4,779,214
Equal to in Sterling ..	..		£813,201
Total Duties in American Vessels..			\$2,041,906
Ditto in Foreign Vessels ..	..		2,730,308

Total ..	..		\$4,779,214

VALUE by Quarters of the Imports.

	American Vessels.		Foreign Vessels.	
	Free.	Liabie to Duty.	Free.	Liabie to Duty.
	\$	\$	\$	\$
First Quarter ..	77,480	608,415	174,212	784,975
Second Quarter ..	29,649	1,120,301	185,137	1,237,591
Third Quarter ..	89,666	809,201	120,552	1,511,856
Fourth Quarter ..	54,082	553,108	150,284	1,438,948
Total ..	250,877	3,091,025	630,185	4,973,370

	\$	\$
Free in American Vessels..	..	250,877
„ Foreign Vessels ..	..	630,185

		881,062
Liabie to Duty in American Vessels	3,091,025	
„ Foreign Vessels	4,973,370	

		8,064,395
Total Value of Imports ..		\$8,945,457

The exports during the year by quarters were as follows :

	In American Vessels.	In Foreign Vessels.
	\$	\$
First Quarter ..	700,524	1,246,822
Second Quarter ..	413,189	1,008,484
Third Quarter ..	1,364,700	2,212,865
Fourth Quarter ..	1,470,501	4,167,260
Total ..	3,948,914	8,635,431

We now approach the three great staple products of the State of Pennsylvania, coal, iron, and petroleum, destined, together with its inexhaustible capacity for the production of cereals, to render it at no very distant period one of the most important regions in the world.

Coal.—Anthracite, the most important of the coal species in this State, was known fully a century ago, but only brought into commerce within the last half century. The anthracite regions of Pennsylvania are, included, of 437 miles. They are divided into three divisions: the northern, or Wyoming, includes the districts of Sheekshenny, Wilkesbarre, Newport, Pittston, Lackawanna, and Carbondale, embracing an area of 120 square miles, or 78,805 acres; the middle region, from Shamokin to Lehigh, with an area of 115 square miles, or 73,000 acres, embracing the Mahanoy, Shamokin, Beaver Meadow, Hazleton, and other smaller regions; and, lastly, the southern or Schuylkill fields, with an area of 160 square miles, or 104,000 acres of coal readily worked, extending from the Lehigh on the east to the Susquehanna on the west, and including Lehigh, Tamaqua, Tuscarora, Schuylkill Valley, Pottsville, Minersville, Swatara, Lykens Valley, Dauphin, and other districts.

The past year has been one of large production and large profits. The yield of the State has reached an excess of 1,304,331 tons of 2,000 lbs. over that of the year 1864. This, however, did not reach the expected return by half a million of tons, in consequence of protracted strikes on the part of the miners of some districts. The return for each year is as follows:—1864, 12,698,412 tons; 1865, 14,002,723.

The value of this coal is fully 7 dollars per ton within the limits of this State, or the total yield 98,019,061 dollars.

The yield for the whole country has been:—To June 30, 1865, 17,106,583; to June 30, 1864, 16,561,571; in 1860, 15,601,588.

The taxes upon the yield have been: For the United States tax, 835,992 dols. 91 cents; for the Pennsylvania tax, 645,297 dols. 17 cents.

The following Table, giving the comparative yield of the States, is interesting.

	1865.	1864.	1860.
	Tons.	Tons.	Tons.
Rhode Island	8,060	3,656	1,000
Pennsylvania	13,444,704	12,698,412	12,228,720
Maryland	567,983	787,269	568,000
Virginia	30,958	..	449,186
West Virginia	279,343	398,815	..
Kentucky	91,113	91,136	269,280
Missouri	87,072	66,187	3,886
Ohio	1,440,159	1,324,685	1,265,574
Indiana	158,438	146,787	65,752
Illinois	1,160,622	925,293	594,265
Michigan	17,097	16,286	..
Minnesota	..	50,204	..
Kansas	911	236	..
California	32,877	44,938	..
Washington	19,214	7,554	5,374
Utah	434	..	..
Tennessee	13,662	..	138,964
Iowa	62,508	..	3,460
Oregon	2,048	..	..
Colorado	414	..	..
Total	17,417,617	16,561,571	15,594,455

The quantities for the calendar year 1865 have been: For the United States, 17,417,617 tons, for Pennsylvania, 14,002,723.

The following Tables show the production of coal for December, 1865, for Pennsylvania, by districts. Also the average monthly production for six months of the previous year, and the quantity at those rates per twelve months. Also the production of the whole United States for the month of December, 1865, by States.

PENNSYLVANIA Coal, July to December, 1864, inclusive, Six Months, and for December, 1865, by Districts.

Counties.	Total Six Months.	Average Monthly Produce.	December, 1865.
	Tons.	Tons.	Tons.
Schuylkill and Lebanon	1,804,948	300,824	478,937
Carbon, Monroe, Pike, Wayne	406,244	67,707	98,597
Lauzerne and Susquehanna	2,872,760	478,793	634,733
Sullivan, Columbia, and Montour	252,320	42,053	71,795
Northumberland Dauphin, Snyder, Union, Juanita.. ..	257,920	42,987	64,371
Adams, Franklin, Bedford, Somerset	27,381	4,564	489
Cambria, Blair, Mifflin, Huntingdon	213,260	36,377	56,950
Tioga, Potter, Clinton, Centre, Lycoming	221,721	36,964	48,616
Erie, Warren, Cambria, Jefferson	1,960	326	5,719
Mercer, Clarion	176,683	29,447	37,851
Indiana, Westmoreland, Fayette	191,180	31,863	36,120
Alleghany, south of river	394,240	65,707	157,590
Alleghany, north of river, and Butler	91,160	15,193	20,016
Lawrence, Washington, Green	101,400	16,900	17,577
Total	7,003,267	1,167,211	1,754,047
At the same rate per Year.. ..	14,006,532	..	21,048,564

This shows the capacity of the Pennsylvania mines to be fully 20,000,000 tons per year, and the question of a full supply at reasonable rates rests wholly upon the permission of the five carrying companies. The other States produced in December, 1865, as follows, about 33 per cent. of that of Pennsylvania.

	Tax.	Dec. 1865.	Same Rate per Year.
	\$	Tons.	Tons.
Ohio	12,545	209,085	2,509,020
Indiana	1,385	22,634	271,608
Illinois	2,734	45,573	546,876
Michigan	35	579	6,948
Iowa	216	3,607	43,284
Maryland	6,874	114,575	1,374,900
Virginia	302	5,031	60,372
West Virginia	5,069	84,482	1,013,784
Tennessee	252	4,197	50,364
Kentucky	918	15,306	183,672
Missouri	501	8,352	100,224
California	263	4,370	52,512
Total	31,067	517,797	6,213,562

The freight and toll by railroad have been fixed at the following rates a reduction of 1 dol. 50 cents (5s.) per ton: From Port Carbon and Pottsville to Port Richmond, Philadelphia, 2 dols. 8 cents; from Schuylkill Haven to Port Richmond, 2 dols.

The opening prices for lump and prepared coal range from 3 dols. to

3 dols. 50 cents a ton, according to the kind and quality. These rates for coal and transportation are a reduction of from 3 dols. to 3 dols. 50 cents per ton from last winter's (1864) prices.

TRANSPORTATION from the Mines to Market.

POINTS of Supply and Distribution of Anthracite Coal from Schuylkill County, and of Bituminous and Anthracite from Harrisburg, on the Philadelphia and Reading Railroad, for the years ending November 30th, 1865, 1864, 1863, 1862, 1861.

	1865.	1864.	1863.	1862.	1861.
	Tons.	Tons.	Tons.	Tons.	Tons.
Valley, Mill Creek, Mahanoy and Broad Mountain } Railroads, at Port Carbon	1,036,401	1,106,518	1,170,955	613,949	449,362
Mount Carbon Railroad, at Mount Carbon	38,911	44,710	62,465	42,466	38,272
Mine Hill and Schuylkill Haven Railroad, at Schuyl- kill Haven	1,072,836	944,726	1,047,567	1,041,865	739,880
Schuylkill and Susquehanna Railroad, at Auburn	143,078	192,661	194,499	139,727	100,544
Little Schuylkill Railroad, at Port Clinton	521,950	474,759	357,738	220,880	132,774
	2,813,176	2,763,374	2,833,224	...	...
Bituminous and Anthracite from Harrisburg	277,638	302,203	232,037	...	...
Total of all	3,090,814	3,065,577	3,065,261	2,058,887	1,460,832

The following are the points of the receipt and distribution of coal for the years 1863, 1864, 1865, *via* Schuylkill Navigation Company.

	1863.	1864.	1865.
	Tons.	Tons.	Tons.
Received at—			
Port Carbon	278,155	328,472	305,291
Pottsville and Mount Carbon	69,466	67,417	54,293
Schuylkill Haven	505,857	545,918	608,451
Port Clinton	31,078	58,693	54,704
	885,542	1,000,500	1,022,740
		885,542	1,000,500
Increase	..	114,958	22,240

The following is the Delaware, Lackawanna, and Western Railroad Company coal business of 1865.

	Tons.
Total Shipments since opening of road	9,620,701
Mined and delivered in 1865, for account of Delaware and Lacka- wanna Railroad Company	930,277
Shipped to Oxford Furnace, ditto S. T. Scranton Coal Company	7,666
Shipped to Elizabethport, ditto Susquehanna and Wyoming Valley Railroad and Coal Company	55,097
Shipped to ditto, ditto Roaring Brook Coal Company	10,388
Shipped to ditto, ditto Lackawanna and Susquehanna Coal and Iron Company	3,459
Total	1,006,887
Of amount sent away in 1865, there was mined by Delaware and Lackawanna Railroad Company	579,615
Ditto, other parties	427,272
Total	1,006,887

	1864.	1865.
	\$	\$
Amount Sold at Mines ..	2,984	928
„ Shipped North ..	342,382	271,519
„ „ South ..	957,747	734,445
	1,303,113	1,006,887
	1,006,887	
Decrease from 1864 ..	296,226	

In Schuylkill county alone there are 108 firms engaged in mining, working 147 collieries, which yield 3,735,802 tons.

The following is the quantity of coal sent to market from the Lehigh region by the different firms and companies in 1864 and 1865.

Operators.	Railroad.	Canal.	Total. 1865.	Total. 1864.
	Tons.	Tons.	Tons.	Tons.
Lehigh Coal and Navigation Co. . .	164	483,713	483,877	471,844
A. Pardee & Co.	170,718	..	170,718	210,902
Honeybrook Coal Co.	108,264	20,488	128,752	146,567
Packer & Co.	123,615	..	123,615	147,070
G. B. Markle & Co.	103,137	40,760	143,897	153,563
Sharpe, Weiss, & Co.	83,248	22,163	105,411	109,783
German Pennsylvania Coal Co. ..	45,041	22,400	67,448	78,402
Buck Mountain Coal Co.	50,360	38,044	88,404	78,534
Harleigh Coal Co.	49,585	15,870	65,455	60,790
Ebervale Coal Co.	31,737	23,048	54,785	52,137
Stout Coal Co.	37,835	18,906	56,741	53,110
Spring Mount Coal Co.	96,646	1,484	97,130	102,881
Thos. Hull & Co.	54,269	11,979	66,248	60,214
W. T. Carter & Co.	36,083	18,652	54,735	49,781
Taggart & Halsey	22,214	6,212	28,426	39,391
Lehigh Zinc Co.	17,166	..	17,166	..
Beaver Meadow	3,022	..	3,022	2,315
John Connery	3,515	..	3,515	..
	1,046,626	723,669	1,770,295	..
From Schuylkill, Wilkesbarre, &c.	355,661	165,115	520,766	158,553
Total	1,402,277	888,784	2,291,061	2,053,506

LEHIGH Navigation Company.

The following is the distribution of coal carried by canal in 1865.

	Tons.
Consumed on the line of Lehigh Canal	82,335
Entered Morris Canal at Easton	218,814
Entered Delaware and Rariton Canal	309,060
Consumed on line of Delaware Division	28,930
Arrived at Bristol (on the Delaware)	160,730

The Lehigh Valley Railroad Company have distributed coal at the various points along their road in the past two years as follows :

	Tons.
1864	1,295,419
1865	1,402,277

The quantity of coal sent to market in 1865 from the Barclay region was as follows :

					Tons.
By Barclay Coal Company	..	..	..	..	43,324
By Fall Creek Coal and Iron Company	..	..	..	..	16,752
Tonanda Coal Company	..	..	..	..	7,887
					<u>68,463</u>

The quantity transported over the Blossburgh and Coning Railroad was :

					Tons.
In 1864	..	..	..	..	384,977
„ 1865	..	..	..	..	394,632

The following quantities entered the Morris Canal in the years 1864 and 1865 :

					Tons.
In 1864	..	..	..	..	382,866
„ 1865	..	..	..	..	416,189

Coal by the Delaware and Hudson Canal Company :

					Tons.
In 1864	..	..	..	..	812,094
„ 1865	..	..	..	..	886,687

The Little Schuylkill Railroad transported in the years 1864 and 1865 :

					Tons.
1864	..	..	..	..	537,397
1865	..	..	..	..	585,534

The amount of coal sent from the Shamokin region in 1864 and 1865 is as follows :

					Tons.
1864	..	..	..	..	333,478
1865	..	..	..	..	457,162

The following amounts of coal were transported over the Schuylkill and Susquehanna Railroad in 1864 and 1865 :

					Tons.
1864	..	..	..	..	246,057
1865	..	..	..	..	186,781

The coal of the East Pennsylvania Railroad Company has been as follows :

					Tons.
1864	..	..	..	..	10,622
1865	..	..	..	..	6,666

The Belvidere and Delaware Railroad Company have carried from the Lehigh region as follows :

					Tons.
1864	..	..	..	..	174,323
1865	..	..	..	..	274,345

The North Pennsylvania Railroad has transported from the Lehigh region as follows :

					Tons.
In 1864	..	..	..	..	91,327
„ 1865	..	..	..	..	98,389

IMPORTATION and Exportation of Coal.

The quantities of coal imported into and exported from this country was :

	IMPORTED.			
	1864.		1865.	
	Tons.	Value.	Tons.	Value.
		\$		\$
Paying Duty	246,117	764,311	219,016	568,106
Under Reciprocity Treaty..	264,591	885,677	466,036	1,210,004
Total	510,708	1,649,088	685,052	1,778,110
	EXPORTED.			
	1864.		1865.	
	Tons.	Value.	Tons.	Value.
		\$		\$
Exported Domestic	173,021	1,207,802	132,438	1,348,371
„ Foreign	2,108	31,456	..	..
Total	175,129	1,239,258	132,438	1,348,371

The supply sent to market in 1865 was 9,488,396 tons, comparing with 9,998,046 tons in 1864, showing a decrease of 509,650 tons in 1865. The stoppage of iron works, manufactories, and other trades that occurred after the close of the rebellion, caused a falling off in the supply of coal in a period of four months of 1,200,000 tons. The subsequent resumption of business demanded an increase, so that by the close of the year the fall from the yield of 1864 was only 509,650 tons.

The foreign bituminous coal imported exceeded that of the year 1864 by 174,416 tons, and the Cumberland has also increased largely.

The whole quantity from the semi-anthracite and bituminous regions sent to market in 1865, including the imported coal was:

	Tons.					
In 1865	..	..	..	..	..	2,068,538
In 1864	..	..	..	..	..	1,940,432
Increase in 1865	..	..	..	..	..	319,106
Less loss in Anthracite	..	..	..	..	..	509,650
Total decrease in 1865	..	..	..	..	..	190,544

Regions.	1864.	1865.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
<i>Schuylkill Region.</i>				
By Reading Railroad	2,763,374	*2,813,176	49,802	..
By Schuylkill Canal	1,000,500	1,022,740	22,240	..
From Pinegrove	24,534	+18,485	..	6,049
By Mahanoy and Lehigh	182,808	218,378	35,570	..
	3,921,216	4,072,779	157,612	6,049
Less Leh. Sham., and Lackaw ..	272,153	336,977	64,824	..
Total	3,649,063	3,735,802	92,788	6,049
<i>Lehigh Region.</i>				
By Lehigh Valley Railroad	1,205,419	1,402,277	106,858	..
By Lehigh Canal	758,087	888,784	130,697	..
McCaulley's Mountain	1,787	546	..	1,241
By Little Schuylkill Railroad ..	8,690	..	..	8,690
	2,063,983	2,291,607	237,555	9,931
Less Wyoming Coal	9,314	250,694	241,380	..
Total	2,054,669	2,040,913	3,825	9,931

* The whole coal tonnage of the Philadelphia and Reading Railroad, including the Lebanon Valley Branch, was in 1865, 3,090,814 tons.

+ The whole trade from Pinegrove was 157,840 tons.

Regions.	1864.	1865.	Increase.	Decrease.
<i>Wyoming Region.</i>	Tons.	Tons.	Tons.	Tons.
Wyoming Canal S... ..	336,088	329,506	..	206,582
Wyoming Canal N.	94,054	28,957	..	66,007
Pennsylvania Coal Company ..	739,544	*577,482	..	*82,062
Seranton, North	333,729	264,293	..	74,436
Seranton, South	963,728	742,781	..	220,947
Delaware and Hudson Company ..	852,136	759,570	..	92,566
Lackaw. and Bloomsb. Company ..	407,243	301,236	..	105,007
By Lehigh	9,314	250,694	241,380	..
Total	3,960,336	3,254,519	241,380	947,697
Shamokin Region	333,478	457,162	123,684	
Total Anthracite	9,998,046	9,488,396	..	
<i>Semi-Anthracite.</i>				
Frank. Coal Co., S. M.	61,651	75,495	13,543	..
" " L. V.	63,022	61,405	..	6,616
Trevorton	56,501	27,005	..	29,406
Broad Top	386,645	315,996	..	70,649
Total	573,119	479,991	13,543	106,671
<i>Bituminous.</i>				
Cumberland Coal	665,695	903,495	237,890	
Imported—foreign	510,706	685,052	174,344	
	1,740,432	2,068,538	425,717	
Add Anthracite	9,998,046	9,488,306	106,671	
Total tons	1,747,478	11,556,934	319,106	

				Tons.
The Schuylkill Region furnished in 1865 ..				3,735,802
Lehigh	..	..	..	2,040,913
Wyoming	..	..	..	3,254,519
Shamokin	..	..	..	457,162
Total tons				9,488,396

The following is the loss and gain in 1865 from each region.

	Loss.	Gain.
	Tons.	Tons.
Schuylkill	..	86,739
Lehigh	13,756	..
Wyoming	706,317	..
Shamokin	..	123,634
	720,073	210,423
	210,423	
Total loss	509,650	

* Of this quantity, 47,025 tons were sent *via* Delaware and Hudson Coal Company's Canal, and 530,457 tons by rail to Newburg.

TABLE exhibiting the Quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1820 to 1865 inclusive.

Years.	SCHUYLKILL.			Sold on Line of Schuylkill.	LEHIGH.			WYOMING REGION.						Shamokin.	Aggregate.	Annual Increase.	
	Canal.	Railroad.	Total.		Canal.	Railroad.	Total.	By Lehigh Railroad.	Delaware and Hudson Canal Company.	Pennsylvania Coal Company.	Canal.	Great Western Railroad.	Lehigh and Br'g Railroad.				Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1820	...	...	...	...	...	365	...	...	...	...	...	...	...	...	365	...	
1821	1,480	...	1,480	...	...	1,073	...	...	...	...	...	...	...	...	1,073	708	
1822	1,123	...	1,123	...	...	2,240	...	...	...	...	...	...	...	...	3,720	2,647	
1823	1,567	...	1,567	...	...	5,823	...	...	...	...	...	...	...	...	6,951	3,231	
1824	6,500	...	6,500	...	...	9,541	...	...	...	...	...	...	...	...	11,108	4,157	
1825	16,767	...	16,767	...	...	28,398	...	...	...	...	...	...	...	...	34,898	23,790	
1826	31,630	...	31,630	...	...	31,280	...	...	...	...	...	...	...	...	48,047	13,149	
1827	47,234	...	47,234	...	...	32,074	...	...	...	...	...	...	...	...	63,704	15,657	
1828	79,973	...	79,973	...	...	30,232	...	...	...	...	...	...	...	...	77,516	13,812	
1829	89,984	...	89,984	...	...	25,110	...	...	...	...	...	...	...	...	112,083	34,567	
1830	81,845	...	81,845	...	...	41,750	...	...	...	...	...	...	...	...	174,734	62,651	
1831	209,271	...	209,271	...	...	40,966	...	...	...	...	...	...	...	...	176,820	2,086	
1832	282,971	...	282,971	...	...	70,000	...	...	...	...	...	...	...	...	363,871	187,051	
1833	366,692	...	366,692	...	...	123,000	...	...	...	...	...	...	...	...	54,000	184,122	
1834	389,508	...	389,508	...	...	106,244	...	...	...	...	...	...	...	...	84,600	560,758	
1835	432,045	...	432,045	...	...	131,250	...	...	...	...	...	...	...	...	111,777	111,777	
1836	482,045	...	482,045	...	...	138,211	...	...	...	...	...	...	...	...	43,700	103,861	
1837	523,152	...	523,152	...	...	143,210	...	...	...	...	...	...	...	...	90,000	115,387	
1838	433,875	...	433,875	...	...	213,615	...	...	...	...	...	...	...	...	78,207	148,470	
1839	442,608	...	442,608	...	...	225,318	...	...	...	...	...	...	...	...	122,300	188,470	
1840	595,542	...	595,542	...	...	223,318	...	...	...	...	...	...	...	...	205,270	252,599	
1841	432,291	...	432,291	...	...	225,318	...	...	...	...	...	...	...	...	221,605	365,911	
1842	641,504	...	641,504	...	...	213,615	...	...	...	...	...	...	...	...	192,270	1,076,640	
1843	820,872	...	820,872	...	...	267,793	...	...	...	...	...	...	...	...	19,590	2,576,872	
1844	907,865	...	907,865	...	...	377,000	...	...	...	...	...	...	...	...	192,436	3,929,155	
1845	1,077,865	...	1,077,865	...	...	429,453	...	...	...	...	...	...	...	...	179,403	2,239,675	
1846	1,583,374	...	1,583,374	...	...	517,116	...	...	...	...	...	...	...	...	234,398	2,914,582	
1847	1,671,046	...	1,671,046	...	...	637,321	...	...	...	...	...	...	...	...	237,271	3,046,519	
1848	2,223,426	...	2,223,426	...	...	781,956	...	...	...	...	...	...	...	...	238,260	4,823,432	
1849	2,430,960	...	2,430,960	...	...	960,456	...	...	...	...	...	...	...	...	316,017	5,016,434	
1850	2,858,208	...	2,858,208	...	...	1,054,309	...	...	...	...	...	...	...	...	313,341	6,490,296	
1851	3,205,367	...	3,205,367	...	...	1,062,136	...	...	...	...	...	...	...	...	342,511	7,619,319	
1852	3,828,595	...	3,828,595	...	...	1,284,131	...	...	...	...	...	...	...	...	445,311	9,479,580	
1853	4,285,208	...	4,285,208	...	...	1,504,309	...	...	...	...	...	...	...	...	497,105	11,936,215	
1854	4,858,651	...	4,858,651	...	...	1,768,740	...	...	...	...	...	...	...	...	612,639	13,435,035	
1855	5,400,963	...	5,400,963	...	...	1,907,186	...	...	...	...	...	...	...	...	642,639	15,936,215	
1856	6,065,446	...	6,065,446	...	...	1,907,186	...	...	...	...	...	...	...	...	683,067	17,187,743	
1857	6,860,450	...	6,860,450	...	...	2,030,314	...	...	...	...	...	...	...	...	732,910	19,650	
1858	7,794,963	...	7,794,963	...	...	2,232,078	...	...	...	...	...	...	...	...	812,186	24,899	
1859	8,808,651	...	8,808,651	...	...	2,430,960	...	...	...	...	...	...	...	...	897,633	31,777	
1860	9,964,584	...	9,964,584	...	...	2,677,793	...	...	...	...	...	...	...	...	1,156,167	36,561	
1861	1,123,000	...	1,123,000	...	...	2,877,793	...	...	...	...	...	...	...	...	1,284,500	48,234	
1862	1,352,884	...	1,352,884	...	...	3,077,793	...	...	...	...	...	...	...	...	1,455,732	50,164	
1863	1,583,374	...	1,583,374	...	...	3,277,793	...	...	...	...	...	...	...	...	1,693,485	63,500	
1864	1,826,330	...	1,826,330	...	...	3,477,793	...	...	...	...	...	...	...	...	1,771,511	116,117	
1865	2,077,865	...	2,077,865	...	...	3,677,793	...	...	...	...	...	...	...	...	1,972,581	187,000	
1866	2,277,793	...	2,277,793	...	...	3,877,793	...	...	...	...	...	...	...	...	2,192,603	155,806	
1867	2,477,793	...	2,477,793	...	...	4,077,793	...	...	...	...	...	...	...	...	2,388,042	180,753	
1868	2,677,793	...	2,677,793	...	...	4,277,793	...	...	...	...	...	...	...	...	2,583,372	210,108	
1869	2,877,793	...	2,877,793	...	...	4,477,793	...	...	...	...	...	...	...	...	2,778,042	238,506	
1870	3,077,793	...	3,077,793	...	...	4,677,793	...	...	...	...	...	...	...	...	2,973,164	268,411	
1871	3,277,793	...	3,277,793	...	...	4,877,793	...	...	...	...	...	...	...	...	3,168,435	306,580	
1872	3,477,793	...	3,477,793	...	...	5,077,793	...	...	...	...	...	...	...	...	3,363,596	340,430	
1873	3,677,793	...	3,677,793	...	...	5,277,793	...	...	...	...	...	...	...	...	3,558,651	368,411	
1874	3,877,793	...	3,877,793	...	...	5,477,793	...	...	...	...	...	...	...	...	3,753,716	396,580	
1875	4,077,793	...	4,077,793	...	...	5,677,793	...	...	...	...	...	...	...	...	3,948,684	424,311	
1876	4,277,793	...	4,277,793	...	...	5,877,793	...	...	...	...	...	...	...	...	4,143,732	452,164	
1877	4,477,793	...	4,477,793	...	...	6,077,793	...	...	...	...	...	...	...	...	4,338,885	480,000	
1878	4,677,793	...	4,677,793	...	...	6,277,793	...	...	...	...	...	...	...	...	4,533,936	508,000	
1879	4,877,793	...	4,877,793	...	...	6,477,793	...	...	...	...	...	...	...	...	4,729,089	536,000	
1880	5,077,793	...	5,077,793	...	...	6,677,793	...	...	...	...	...	...	...	...	4,924,242	564,000	
1881	5,277,793	...	5,277,793	...	...	6,877,793	...	...	...	...	...	...	...	...	5,119,391	592,000	
1882	5,477,793	...	5,477,793	...	...	7,077,793	...	...	...	...	...	...	...	...	5,314,544	620,000	
1883	5,677,793	...	5,677,793	...	...	7,277,793	...	...	...	...	...	...	...	...	5,509,696	648,000	
1884	5,877,793	...	5,877,793	...	...	7,477,793	...	...	...	...	...	...	...	...	5,704,849	676,000	
1885	6,077,793	...	6,077,793	...	...	7,677,793	...	...	...	...	...	...	...	...	5,900,000	704,000	
1886	6,277,793	...	6,277,793	...	...	7,877,793	...	...	...	...	...	...	...	...	6,095,152	732,000	
1887	6,477,793	...	6,477,793	...	...	8,077,793	...	...	...	...	...	...	...	...	6,290,304	760,000	
1888	6,677,793	...	6,677,793	...	...	8,277,793	...	...	...	...	...	...	...	...	6,485,456	788,000	
1889	6,877,793	...	6,877,793	...	...	8,477,793	...	...	...	...	...	...	...	...	6,680,608	816,000	
1890	7,077,793	...	7,077,793	...	...	8,677,793	...	...	...	...	...	...	...	...	6,875,760	844,000	
1891	7,277,793	...	7,277,793	...	...	8,877,793	...	...	...	...	...	...	...	...	7,070,912	872,000	
1892	7,477,793	...	7,477,793	...	...	9,077,793	...	...	...	...	...	...	...	...	7,266,064	900,000	
1893	7,677,793	...	7,677,793	...	...	9,277,793	...	...	...	...	...	...	...	...	7,461,216	928,000	
1894	7,877,793	...	7,877,793	...	...	9,477,793	...	...	...	...	...	...	...	...	7,656,368	956,000	
1895	8,077,793	...	8,077,793	...	...	9,677,793	...	...	...	...	...	...	...	...	7,851,520	984,000	
1896	8,277,793	...	8,277,793	...	...	9,877,793	...	...	...	...	...	...	...	...	8,046,672	1,012,000	
1897	8,477,793	...	8,477,793	...	...	10,077,793	...	...	...	...	...	...	...	...	8,241,824	1,040,000	
1898	8,677,793	...	8,677,793	...	...	10,277,793	...	...	...	...	...	...	...	...	8,436,976	1,068,000	
1899	8,877,793	...	8,877,793	...	...	10,477,793	...	...	...	...	...	...	...	...	8,632,128	1,096,000	
1900	9,077,793	...	9,077,793	...	...	10,677,793	...	...	...	...	...	...	...	...	8,827,280	1,124,000	
1901	9,277,793	...	9,277,793	...	...	10,877,793	...	...	...	...	...	...	...	...	9,022,432	1,152,000	
1902	9,477,793	...	9,477,793	...	...	11,077,793	...	...	...								

Iron.—This product of industry has strikingly shown itself subject to the influences of unfavourable circumstances. During the recent rebellion the Government was such a steady and large consumer that the furnaces of Pennsylvania and of the whole country were kept constantly going. The furnaces of Pennsylvania alone turned out more than 50,000 tons of pig iron per month. The suppression of the rebellion and the rapid decline of gold from 285 to within 28 cents of par, with the high price of coal, which enters largely into the value of iron, caused a suspension of many of the furnaces, and a large diminution of the total product for the year ending June 30, 1865. Since that time, however, the yield has greatly increased in consequence of a renewal of activity in nearly all branches of business; and the year closed with a large product, reaching in December 97,108 tons for the country, and 57,849 tons for Pennsylvania, against 49,687 tons for the corresponding month of 1864.

The total product of the calendar year 1865 shows an increased animation during the last six months. The following Table presents the production of pig iron from the furnaces of each of the United States for the year ending June 30, 1865, in detail by districts, and the amount of Government tax on the same.

Districts.	Maine.		New Hampshire.		Massachusetts.		Connecticut.		New York.		New Jersey.	
	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1st	..	..	..	..	294 89	142	.. 69	.. 3	..	..	..	..
2nd	..	..	..	..	1,588 77	769	143 00	.. 12	.. 6 12	..	..	..
3rd	..	..	..	..	1,528 00	789	16 50	.. 8	..	..	28,393 20	13,743
4th	..	..	..	..	..	..	19,109 99	9,201	.. 8 10	.. 3	16,426 15	7,950
5th	..	..	..	..	..	..	..	..	..	..	3,695 78	1,788
6th	..	84	..	..	..	..	..	..	..	..	..	..
7th	..	..	..	..	..	..	..	..	..	..	..	..
8th	..	..	..	..	..	..	..	..	..	..	..	..
9th	..	..	..	..	..	..	..	..	..	..	..	..
10th	..	..	..	..	..	..	..	..	..	..	..	..
11th	..	..	..	..	..	..	..	..	..	..	..	..
12th	..	..	..	..	19,010 80	9,201	..	..	7,963 00	3,854	..	..
13th	..	..	..	..	..	..	..	..	10,951 79	5,800	..	..
14th	..	..	..	..	..	..	..	..	14,426 22	6,882	..	..
15th	..	..	..	..	..	..	..	..	51,024 97	24,699	..	..
16th	..	..	..	..	..	..	..	..	..	..	..	..
17th	..	..	..	..	..	..	..	..	..	..	..	..
18th	..	..	..	..	..	..	..	..	..	..	..	..
19th	..	..	..	..	..	..	..	..	18,218 76	6,396	..	..
20th	..	..	..	..	..	..	..	..	25,988 92	12,579	..	..
21st	..	..	..	..	..	..	..	..	6 00	2	..	..
22nd	..	..	..	..	..	..	..	..	..	..	..	..
23rd	..	..	..	..	..	..	..	..	2,658 43	1,286	..	..
24th	..	..	..	..	..	..	..	..	3,424 87	1,672	..	..
30th	..	..	..	..	..	..	..	..	1,673 00	809	..	..
Total	..	84	..	474	22,426 56	10,851	19,269 49	9,278	179,132 31	86,008	48,415 13	23,481

Districts.	Pennsylvania.		Maryland.		Western Virginia.		Vermont.		Kentucky.		Tennessee.	
	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.
1st	\$ 2 99	1	\$ 837 76	405	\$ 612 00	296	\$ 3,333 59	1,613	\$..	..	\$..	..
2nd	..	..	14,658 00	6,120	..	..	745 92	361	..	..	876	423
3rd	..	..	6,102 44	2,518	..	..	..	..	8,737 05	4,228	..	..
4th	..	..	10,746 00	5,201	..	..	..	..	6,778 00	3,281	..	..
5th	..	..	10,729 00	5,193	..	..	..	..	5 20	251	..	..
6th	..	4,216	..	..	..	..	..	..	4,997 15	2,418	..	..
7th	..	120,132	..	..	..	..	..	..	..	..	..	..
8th	..	9,667	..	..	..	..	..	..	..	..	..	..
9th	..	80,230 67	..	..	..	..	..	..	..	..	..	..
10th	..	67,050 47	..	..	..	..	..	..	..	..	..	..
11th	..	..	..	..	..	..	..	..	..	..	..	..
12th	..	45,677 30	..	22,109	..	..	..	..	..	..	..	..
13th	..	74,638 23	..	36,124	..	..	..	..	..	..	..	..
14th	..	42,345 40	..	20,506	..	..	..	..	..	..	..	..
15th	..	66,728 98	..	32,303	..	..	..	..	..	..	..	..
16th	..	46,787 85	..	42,646	..	..	..	..	..	..	..	..
17th	..	9,404 00	..	4,116	..	..	..	..	..	..	..	..
18th	..	1,899 50	..	919	..	..	..	..	..	..	..	..
19th	..	72,561 71	..	30,281	..	..	..	..	..	..	..	..
20th	..	9,839 17	..	4,767	..	..	..	..	..	..	..	..
21st	..	61,534 58	..	29,784	..	..	..	..	..	..	..	..
22nd	..	1,693 94	..	819	..	..	..	..	..	..	..	..
23rd	..	35,453 11	..	17,160	..	..	..	..	..	..	..	..
24th	..	87,133 32	..	17,932	..	..	..	..	..	..	..	..
30th	..	8,359 00	..	4,041	..	..	..	..	..	..	..	..
Total	..	883,226 00	42,575 00	20,139	612 00	296	4,183 51	1,974	21,032 20	10,178	876	423

Districts.	Ohio.		Illinois.		Michigan.		Wisconsin.		Minnesota.		Missouri.	
	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.	Tax.	Tons.
1st	\$ 427 00	206	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
2nd	..	..	..	..	20,435 00	9,881	..	..	..	..	121 00	59
3rd	..	..	..	..	..	..	282 00	136	9 00	4	17,532 00	8,734
4th	..	..	..	..	..	..	2,167 00	1,048	..	..	..	..
5th	..	..	..	..	..	..	..	..	..	..	..	..
6th	..	..	..	..	7,257 00	3,512	..	..	..	..	..	..
7th	..	..	..	..	..	..	..	..	..	..	..	..
8th	..	..	..	..	..	..	..	..	..	..	..	..
9th	272 00	181	..	..	..	..	..	..	..	..	..	..
10th	..	..	..	..	..	..	..	..	..	..	..	..
11th	69,152 00	38,476	..	..	..	..	..	..	..	..	..	..
12th	3,063 00	1,434	..	..	..	..	..	..	..	..	..	..
13th	1,140 00	551	200 00	100	..	..	..	..	..	..	..	..
14th	..	..	..	..	..	..	..	..	..	..	..	..
15th	..	..	..	..	..	..	..	..	..	..	..	..
16th	8,140 00	3,938	..	..	..	..	..	..	..	..	..	..
17th	2,523 00	1,221	..	..	..	..	..	..	..	..	..	..
18th	12,968 00	6,277	..	..	..	..	..	..	..	..	..	..
19th	60,799 00	29,428	..	..	..	..	..	..	..	..	..	..
20th	..	..	..	..	..	..	..	..	..	..	..	..
21st	..	..	..	..	..	..	..	..	..	..	..	..
22nd	..	..	..	..	..	..	..	..	..	..	..	..
23rd	..	..	..	..	..	..	..	..	..	..	..	..
24th	..	..	..	..	..	..	..	..	..	..	..	..
30th	..	..	..	..	..	..	..	..	..	..	..	..
Total	153,484 00	76,659	200 00	100	27,692 00	13,893	2,449 00	1,184	9 00	4	17,653 00	8,734

Total quantities at 2 dollars per ton, 596,663 tons, tax 1,193,326 dollars; at 2 dollars 40 cents, 121,273 tons, tax, 291,056 dollars. Total tons, 717,936, total tax, 1,484,382 dollars. Average rate of tax per ton, 2 dollars 6 cents, of which Pennsylvania paid 838,226 dollars on 405,743 tons, or 75½ per cent. of the whole tax and production.

STATEMENT of the Total Amount of each kind of Iron and Steel manufactured in the United States for the Year ending June 30th, 1865, according to the classification of the Internal Revenue Department, in tons, and of the value at estimated approximate average rates.

	Philadelphia.		Pennsylvania.		United States.	
	Tons.	Approximate Value.	Tons.	Value.	Tons.	Value.
Iron, advanced beyond blooms, slabs or loops, and not beyond bars	14,541	\$ 1,306,393	59,608	\$ 5,364,720	152,540	\$ 13,728,600
Iron, band, hoop, and sheet, not thinner than No. 18 wire gauge	1,293	129,300	42,736	4,273,600	76,393	7,639,300
Iron, band, hoop, and sheet, thinner than No. 18 wire gauge	365	43,800	10,382	1,245,840	17,992	2,159,040
Iron, bars, rods, &c., made from iron on which a duty of \$3 has been paid per ton	1,265	*	2,679	*	10,155	*
Iron, blooms, slabs, or loops, when made in forges or bloomeries, directly from the ore	5	†	872	†	17,384	†
Iron, castings used for bridges or other permanent structures	2,173	217,300	7,783	778,300	29,914	2,991,400
Iron, castings, exceeding ten lbs. in weight for each casting, not otherwise provided for	23,766	1,901,280	71,314	5,705,720	236,162	18,392,960
Iron, cut nails and spikes	57	8,550	30,266	4,539,900	109,643	16,446,450
Iron, plate, not less than one-eighth of an inch in thickness	653	78,360	20,212	2,425,440	40,290	4,834,800
Iron, plate, less than one-eighth of an inch in thickness	2,808	421,200	5,127	769,850	9,806	1,470,900
Iron, railroad, per ton	189	17,010	76,208	6,858,720	94,927	9,543,430
Iron, railroad, re-rolled	494	..	47,911	..	179,173	..
Iron, rivets, exceeding ½ inch in diameter; nuts and washers, not less than two ounces each in weight, and bolts exceeding ⅝ of an inch in diameter	109	13,080	1,092	130,040	6,730	807,600
Iron, rivets, nuts, &c., made from iron on which a duty of not less than \$3 per ton has been paid per ton in addition only	1,373	†	4,297	..	11,423	..
Iron, stoves and hollow-ware	7,448	744,800	11,901	1,190,100	70,616	7,061,600
Iron, advanced beyond pigs, blooms, &c., the duty to which it was liable in the form of pigs, blooms, &c., not having been paid, in addition to the foregoing rates	9,906	990,600	24,165	2,416,500	71,791	7,179,100
Iron, wrought railroad, chairs, railroad, boat and ship spikes, and tubes made of wrought Iron	109	21,800	472	94,400	1,136	227,200
Total	66,784	4,293,973	427,105	35,851,830	1,136,075	81,951,380
In 1864	..	..	392,080	..	990,971	..
Increase	..	..	35,025	..	145,104	..

* Included below.

† Included in the Pig Iron.

‡ In the other Iron.

STATEMENT of the Total Amount of each kind of Iron and Steel manufactured in the United States for the Year ending June 30th, 1865, &c.—*continued*.

	Philadelphia.		Pennsylvania.		United States.	
	Tons.	Approximate Value.	Tons.	Value.	Tons.	Value.
Screws, commonly called wood screws	..	\$..	..	\$..	..	\$ 1,226,626
Steam Engines, including locomotives and marine engines	..	3,889,581	..	6,806,683	..	75,735,338
Steel, in ingots, bars, sheets, or wire, not less than $\frac{1}{4}$ inch in thickness, and not over 7 cents per lb. in value	1	140	1	140	868	121,520
Steel, in ingots, bars, sheets, or wire, not less than $\frac{1}{4}$ inch in thickness, over 7 cents and not over 11 cents per lb. in value	142	28,400	353	70,600	1,276	280,720
Steel, in ingots, bars, sheets, or wire, not less than $\frac{1}{4}$ inch in thickness, over 11 cents per lb. in value	719	215,700	6,934	2,080,800	12,669	3,800,700
Steel, rolled and sheet, rod or wire, made of steel on which a duty has been paid	862	244,240	..	..	..	..
Total	..	488,480	7,288	..	13,813	4,202,940
For 1864	..	..	7,256	2,151,540	10,880	..
Increase	..	..	32	..	2,933	..
Steel, manufactures of, not otherwise provided for	..	1,514,327	..	2,553,570	..	18,335,566
For 1864	..	..	..	1,908,575	..	9,979,061
Increase	..	..	..	644,995	..	8,346,505
Iron, manufactures of, not otherwise provided for	..	14,116,436	..	24,102,169	..	124,110,333
In 1864	..	..	..	12,683,108	..	62,964,920
Increase	..	..	..	11,469,063	..	61,146,413

Pig Iron—1865.

RECAPITULATION by States, with the comparative Quantity produced in 1860, according to the Census of that Year, and also the Quantity returned for December, 1865.

	1865.		1860.	Dec. 1865.	
	Tax.	Tons.	8th Census. Tons.	Tax, \$2 40 cts.	Tons.
	\$			\$ cts.	
Maine ..	175	84	..	..	..
New Hampshire ..	989	474	..	..	..
Vermont ..	4,080	1,974	3,224	953 72	398
Massachusetts ..	22,426	10,851	13,700	2,515 10	1,048
Connecticut ..	19,269	9,278	11,000	4,087 80	1,703
New York ..	179,132	86,608	64,145	25,041 53	10,434
New Jersey ..	48,415	23,481	29,048	3,703 00	1,543
Pennsylvania ..	338,226	405,743	553,560	138,836 85	1,543
Maryland ..	42,575	20,139	30,500	4,712 06	57,849
West Virginia ..	612	296	..	51 60	1,967
Kentucky ..	21,032	10,178	23,362	3,177 80	212
Tennessee ..	876	423	18,417	..	1,324
Ohio ..	158,484	76,659	94,647	42,676 57	..
Illinois ..	200	99	..	..	17,782
Michigan ..	27,692	13,393	10,400	4,715 28	..
Wisconsin ..	2,449	1,184	2,000	565 20	1,964
Minnesota ..	9	4	..	..	352
Missouri ..	17,653	8,734	22,000	4,344 00	..
Indiana ..	..	..	375	..	..
Virginia ..	..	..	9,096	..	..
Total ..	1,484,382	717,936	884,474	234,980 81	97,908

Tax per year, \$2,868,972. Tons per year, 1,174,890.

The following Table shows the total of manufactured iron, and manufactures of iron, quantities, and value.

	Philadelphia.		Pennsylvania.		United States.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.
		Dollars.		Dollars.		Dollars.
Iron ...	66,748	4,293,947	427,105	35,851,830	1,136,075	81,951,350
Steel ...	862	488,480	7,288	2,151,540	13,813	4,202,940
Manufactures of iron not otherwise provided for ...	...	14,116,436	...	24,102,995	...	124,110,333
Manufactures of steel not otherwise provided for ...	...	1,574,327	...	2,553,570	...	18,325,266
Steam and Locomotive Engines ...	...	3,889,530	...	6,806,633	...	25,735,338
Wood Screws...	...	...	...	...	...	1,226,906
Total ...	67,610	24,362,710	434,393	71,858,648	1,149,888	255,552,463
In 1864 ...	...	15,711,573	...	54,942,836	...	176,311,738
Increase of values produced ...	...	19,251,137	...	16,915,812	...	76,241,725

The values above are only approximative; for when the range has been so wide as it was—for instance on anthracite pig iron, from 58 to 60 dollars per ton in January, 1865, down to 35 dollars in June, and back again to 50 dollars in November and December; and on railroad bars from 130 dollars down to 80 and 85 dollars, and back again to 90 and 95 dollars—it would be impossible to arrive at exactness and certainty. The values are therefore only to be taken as an approximation arrived at after careful estimates, which it is believed are rather below than above the rate of actual sales.

The whole number of works engaged in the manufacture of steel, and the various articles made exclusively of that metal, in the United States, is 37; in Pennsylvania, 13.

The total number of railroad rolling mills in the United States is 39 ; in Pennsylvania, 14.

Total capacity of rails per year in the United States, 735,000 tons ; in Pennsylvania, 318,000 tons.

Total number of anthracite furnaces in Pennsylvania, 61. The quantity of iron produced by them, for a series of years, has been as follows:—

	Tons.					
1849	..	..	..	..	..	118,664
1854	..	..	..	..	..	339,435
1855	..	..	..	..	..	381,866
1860	..	..	..	..	..	519,211
Four Years before the War	..	..	..	..	..	<u>1,359,186</u>
1861	..	..	..	..	..	409,222
1862	..	..	..	..	..	470,315
1863	..	..	..	..	..	577,633
1864	..	..	..	..	..	684,018
Four Years of War	..	..	..	..	..	<u>2,141,200</u>

The above Table shows how indefinitely the supply can be increased when assured of a reliable market.

Importations of Iron.

	1863.	1864.	1865.	Value in 1865.
	Tons.	Tons.	Tons.	£
Pig and Puddled	44,397	68,326	135,271	212,566
Bar, Angle, Bolt, and Rod ..	59,874	75,883	27,161	75,706
Railroad	66,451	108,786	56,552	426,803
Castings	2,070	1,051	220	6,701
Hoop, Sheet, and Boiler Plate ..	19,947	19,047	10,027	119,268
Wrought, of all kinds	10,803	12,650	8,256	165,646
Total, Iron	203,542	281,743	237,487	1,005,690
Steel, unwrought	16,393	15,050	11,168	366,004
Total	..	..	..	<u>1,371,694</u>

Exchange at \$4 86 cents, in gold value	\$ 6,666,432
Currency value, at average of \$1 50 cents	9,999,432
Currency value of importations for 1864, at an average rate of 200 cents to the dollar	27,030,070

TOTAL Supply of Pig Iron for 1865.

	Tons.			
From domestic sources	..	..	..	717,936
Imported Pig Iron	..	..	..	135,271
	..	..	..	<u>853,207</u>

Total used in manufactures, according to Table ..	1,136,075
Of this deduct Iron made direct in forges,	
No. 5	17,994
No. 4, included twice	10,155
And No. 16	18,994
Also Rails rerolled	94,927
Total	<u>194,867</u>
	<u>194,867</u>

Which, deducted, leaves 1,041,208 tons used.

From these data it is shown that the stock of iron on hand had been drawn upon and diminished, during 1865, to the amount of 100,000 tons, besides the waste in manufacture; or, in round numbers, about 200,000 tons.

From the present developments of the iron trade, should no unforeseen occurrences transpire, a steady and remunerative market may be depended upon for all the iron that is likely to be produced.

Petroleum.—Notwithstanding the heavy fall in the oil stocks since the last Report, the production and consumption of petroleum has steadily increased, and Philadelphia especially has been greatly benefited by the trade in this staple, resulting in more extensive accommodation for the warehousing and shipping of the oil to foreign countries. There are at present about 460 companies in existence. Of this number, those having any real status number only about fifteen, the others being utterly worthless. The present nominal capital invested in oil companies is about 7,000,000*l.* sterling. Heavy speculation and equally heavy losses have occurred during the last year. The amount lost is estimated at 4,700,000*l.*

There are certain facts in connection with this important product which it is necessary to observe. With the exception of Pennsylvania, where it is most abundant, there is only a small portion of Western Virginia, and an equally limited portion of Ohio, which contains oil in sufficient quantities to justify hope in extensive commercial operations; and that even in the State of Pennsylvania, this product, in any great abundance, is limited to the valleys of Oil Creek and those of the Alleghany River. As regards California and the other oil-producing countries, the statements published of them are calculated to deceive, and should be taken *cum grano salis*. It seems pretty evident that the supply is not easily exhausted; for as fast as one well dries up, another in the immediate neighbourhood springs forth, proving that there are distinct reservoirs in the bowels of the earth from whence the oil is eliminated.

The question of "striking oil" is entirely a matter of chance, and after great expense incurred in sinking shafts, &c., the oil may refuse to yield; and on the other hand, when least expected, it pours its treasures into the barrels of the fortunate adventurers.

The quantity of crude oil in Pennsylvania, assessed by the United States assessors for the internal revenue during the period from April, 1865, to March, 1866, is as follows. This is the truest way of getting at the total yield for the State, although it is not improbable that it is below the actual yield.

Total Yield	..	..	..	..	..	Barrels.
Average per Month, for first three Months	..	..	..	..	..	1,987,756
" " second three Months	..	..	..	..	..	107,011
" " last five Months	..	..	..	..	..	603,246
						212,335

The total production throughout the country for the year 1865 has been 1,988,560 barrels.

The following is a statement of petroleum refined in the various States from July to December, 1865.

States and Territories.	July.	August.	September.	October.	November.	December.	Total.
	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.
Vermont ...	1,062	...	...	...	...	...	1,062
Massachusetts...	22,330	153,833	372,578	343,498	231,474	199,411	1,333,110
Rhode Island ...	2,257	4,407	5,098	11,358	8,274	7,583	38,959
Connecticut ...	...	...	...	...	...	2,919	2,919
New York ...	349,281	409,349	677,708	45,287	983,855	406,648	3,172,129
New Jersey ...	76,770	73,408	93,642	114,580	136,810	235,494	3,397,443
Pennsylvania ...	250,158	546,097	582,219	629,433	701,795	677,839	3,397,443
Ohio ...	194,492	459,040	759,459	1,068,959	789,451	999,254	4,270,656
Illinois ...	697	100	900	1,058	...	1,054	3,745
Michigan ...	...	422	369	601	721	768	2,932
Maryland ...	25,660	20,853	42,427	50,360	69,095	77,939	292,336
West Virginia...	28,800	...	27,059	22,339	22,224	98,889	169,409
Louisiana ...	...	...	1,155	...	...	...	1,155
Kentucky ...	30,495	28,721	20,324	28,944	40,175	29,737	188,403
Missouri ...	29,549	20,624	22,917	74,993	104,301	103,769	356,145
California ...	...	...	2,220	420	280	350	3,270
Colorado ...	...	...	910	...	...	...	910
Total ...	1,021,606	1,722,855	2,608,979	2,991,919	2,793,418	2,831,339	13,970,118

Add for returns not received when the above statement was prepared, 2nd Illinois, November 4th, 5th, and 6th. Kentucky, for December.

Total refined for six months, 14,027,770.

The total of refined oil, for the year ending June 30, 1865, was 20,603,146 gallons. Taking one-half as the production—January to June is 10,603,578 gallons—which, added to the above 141,027,770, makes the total from January, 1865, to January, 1866, 24,631,343, which is equal to 29,557,612 gallons of crude oil, and which very nearly measures the consumption of this country for that time, as the uses of petroleum in its natural state is very limited, being confined exclusively to lubricating purposes.

Exports of Petroleum.—The exports of petroleum show an increase of 4,491,914½ gallons this year over that of 1864. This is caused by the greater facilities now afforded for storage and shipping. Large quantities that went to New York are now shipped direct from this port, saving thereby in transport from Pittsburgh, the place where this product is refined, nearly 100 miles. New and very extensive warehouses have been erected on the banks of the Schuylkill, in the immediate vicinity of the city. Vessels of almost any tonnage can receive at the wharves the contents of the railway cars, conveyed the whole route from the Pittsburgh refineries, a distance of 350 miles. In these houses, under cover, can be stored at one time from 30,000 to 50,000 barrels. Another large establishment is also building at Greenwich Point on the Delaware, by the Petroleum Storage Company.

EXPORT of Petroleum from the Port of Philadelphia, for the Year 1865.

Port.	Refined.	Crude.	Total, Refined and Crude.
	Gallons.	Gallons.	Gallons.
Antwerp, Refined	3,194,246½	..	3,194,246½
" Crude	..	422,130½	422,130½
Barbadoes, Refined	18,292½	..	18,292½
Bremen, Refined	1,162,375	..	1,162,375
Cronstadt, Refined	834,551½	..	834,551½
Cork, Refined	1,428,395½	..	1,428,395½
" Crude	..	144,280	144,280
Cienfuegos, Refined	7,609	..	7,609
Cardenas, Refined	1,000	..	1,000
Cuba, Refined	1,200	..	1,200
Dunkirk, Crude	..	134,725	134,725
Falmouth, Refined	507,900¼	..	507,900¼
Guadaloupe, Refined	1,040	..	1,040
Genoa, Refined	615,433½	..	615,433½
" Crude	..	15,916	15,916
Gibraltar, Refined	239,795	..	239,795
" Crude	..	40,869	40,869
Hamburgh, Refined	618,148	..	618,148
Havre, Refined	3,977	..	3,977
" Crude	..	431,773	431,773
Havana, Refined	14,871	..	14,871
Halifax, Refined	10,611	..	10,611
London, Refined	110,843	..	110,843
Liverpool, Refined	158,261½	..	158,261½
" Benzine	80,738	..	80,738
Leghorn, Refined	196,737½	..	196,737½
Lisbon, Refined	58,856	..	58,856
Laguayra, Refined	23,509	..	23,509
Martinique, Refined	200	..	200
Matanzas, Refined	1,000	..	1,000
Marseilles, Refined	710,411	..	710,411
" Crude	..	808,280	808,280
Nevis, W. I., Refined	80	..	80
Port-au-Prince, Refined	250	..	250
Pernambuco, Refined	10,000	..	10,000
Port-au-Spain, Refined	1,995	..	1,995
Remedios, Refined	40	..	40
Rotterdam, Refined	198,208½	..	198,208½
Sagua la Grande, Refined	2,137	..	2,137
St. Kitts, Benzine	20	..	20
St. Thomas, Refined	1,000	..	1,000
St. Martin's, Refined	40	..	40
Trinidad, Refined	4,156	..	4,156
Total	10,158,228½	1,997,073½	12,155,302

	Refined.	Crude.
	Gallons.	Gallons.
Total per Month—First three Months ..	252,612	126,225
" Second three Months ..	70,713	..
" July	789,651	183,046
" August	1,376,959½	382,976
" September	1,798,125	332,576
" October	1,709,416½	218,340
" November	1,925,386½	229,340½
" December	2,335,965	525,170
Total	10,158,228½	1,978,973½

These totals do not include shipments to any ports in the United States. The coasting trade in petroleum from this port has been large, the estimated shipments being 120,000 barrels. The number of vessels cleared with petroleum for foreign ports was 204.

VALUE, in round figures, of Exports.

		Gallons.	Barrels.	Average Price.	Value.	
					\$	cts.
Refined	.. ..	10,158,228½	250,000	60	6,094,937	10
Crude	.. ..	1,997,973½	50,000	35	699,290	72
Total	.. ..	12,156,202	300,000	..	3,794,227	82

The New York exports for 1865 show a total of 14,026,090, excess over Philadelphia 2,469,888, about equal to our exports for December.

Receipts of petroleum at Philadelphia, in 1865, 440,199 barrels; in 1864, 440,714 barrels; in 1863, 596,831 barrels.

RANGE and Average of Prices of Petroleum.

Average for Month.			
Crude.	Refined. Free.	Refined. In Bond.	Naptha. Refined
Cts.	Cts.	Cts.	Cts.
49½	90	69½	56½
47½	87½	67½	53½
36½	78½	58½	51½
36½	72½	52½	46½
36½	70½	51½	48½
34½	70½	51½	49½
33	71½	52½	49½
32½	71½	52½	45½
36½	78	59½	48½
37½	81	61½	52½
39½	81½	63½	52½
41½	85½	65½	60

				Crude.	Refined. Free.	Refined. In Bond.	Naptha. Refined.
				Cts.	Cts.	Cts.	Cts.
Average of the year 1865	..	..	..	38·37½	77·87½	38·87½	59·37½
" " 1864	..	..	..	41·81	74·61	65·03	49·54
" " 1863	..	..	..	28·13	51·74	44·15	28·50

The following Table of the product of the sperm whale and whale fisheries of the United States, for the last and seven previous years, is interesting, as a striking comparison between the yields of whale oil and petroleum.

IMPORTS of Oil and Bone into the United States for the Year 1865.

	Sperm.	Whale.	Bone.
	barrels.	barrels.	lbs.
January	1,124	997	16,000
February	..	779	800
March	3,078	12,267	246,700
April	2,825	18,882	130,500
May	5,990	15,002	35,050
June	1,620	5,256	10,850
July	3,938	4,849	9,750
August	4,852	3,339	15,050
September.. ..	2,672	6,942	32,450
October	2,041	6,436	83,950
November.. ..	2,376	582	5,800
December	1,726	910	32,450
Total, 1865 ..	33,232	76,238	619,350
" 1864 ..	64,372	71,863	760,450
" 1863 ..	65,055	62,074	488,750
" 1862 ..	55,641	100,478	763,500
" 1861 ..	68,932	133,717	1,038,450
" 1860 ..	73,708	140,005	1,337,650
" 1859 ..	91,408	190,411	1,923,850

Total, 452,348 barrels of 31 gallons each, or 14,022,788 gallons; or the total product of that adventurous employment has been less for all those years than what is set down as the annual *waste* of the Pennsylvania oil region!

MANUFACTURES.

Previous reports have exhibited the important position Philadelphia occupies as a manufacturing city, her chief manufactures being those which enter most largely into and form the basis of general trade.

The last official reports show the manufactures of the city to be gradually increasing. The following is a Table of the chief manufactures for the year ending June 30, 1865.

Manufactures.	Tax Paid.	Value.
	\$	\$
Byrates Sulp., 10,600	106	2,120
Publications, Books, &c.	63,990	1,279,800
Bill Heads, &c.	15,126	302,520
Boots and Shoes.. ..	145,904	2,918,080
Bricks, Tiles, &c.	20,346	565,166
Brass and Copper, rolled	3,573	71,820
Candles	22,778	455,560
Carriages and Vehicles of all kinds	92,080	1,841,620
Chemical Preparations	147,937	2,998,740
Cassia and Spices, ground, 407,000 lbs.	489	325,600
Chocolate and Cocoa, 21,622 lbs.	289	8,648
Cigars, &c., at \$5 per M., 8	42	70
" " 48,197 M.	144,371	249,970
" \$15 " M., 1,094 M.	87,576	164,205
" \$30 " 18, 1,024 M.	15,361	30,720
" \$45 " 66 M.	1,669	2,970
" over \$45 " 11 M.	544	1,000
" all other descriptions, 60,215 M.	20,031	40,660
Cloth, neither Cotton nor Wool	12,717	254,340
Oil Cloth, various kinds	30,128	602,560
Clothing	926,269	18,525,380

Manufactures—continued.

Manufactures.	Tax Paid.	Value.
Cloves, &c., ground, 26,000	\$ 260	\$10,400
Coffee and Imitations, 3,091,900 lbs.	30,919	618,380
Confectionaries, not over 20 cents, 480 lbs.	96	9,600
" " 40 cents, 383,433 lbs.	18,412	153,333
" " over 40 cents per lb.	11,088	88,704
" " not over 10 per cent.	2,682	26,820
Copper, Manufactured N. O. P.	5,525	92,084
Cotton Fabrics	154,841	2,096,820
Cutlery	2,340	46,800
Precious Stones, Set, &c.	25,230	504,600
Distilled Spirits, 60 cents, 55,578 galls.	55,578	111,156
" " at former rate of tax, 50,000 galls.	38,781	100,000
Woollen Fabrics	1,043,370	20,877,400
Fermented Liquors	273,279	3,289,348
Furs, Manufactured	14,345	286,900
Furniture	128,987	2,567,740
Gas, 732,625,006 cubic feet	200,188	2,042,161
Ginger, ground, &c., lbs.	786	196,500
Glass Manufactures	38,391	767,820
Gloves, &c.	84	1,680
Glue, 752,916 lbs.	9,033	188,244
Gold, Manufactures of, N. O. P.	10,407	208,140
" Foil, 1,265 ounces	3,015	60,000
" Leaf, 8,841 packs	1,919	138,380
India-rubber Manufactures	204	4,080
Iron, 66,748 tons	..	4,293,937
" Manufactures, N. O. P.	..	14,116,436
Lead	5,014	139,280
" Duty on, paid	8,745	174,900
" White, 2,148,745 lbs.	9,024	214,874
Leather, Curried	75,530	1,510,600
" Tanned	23,722	474,440
" Manufactured, N. O. P.	113,188	2,263,760
" " "	13,629	272,480
Lime, &c.	1,456	48,533
Marble, Manufactures of	11,181	223,620
Masts, Spars, and Blocks	619	30,950
Mustard, &c., 77,000 lbs.	770	23,100
Oil, Refined Petroleum, 1,237,515 galls.	247,503	866,260
" Lard, 882,620 galls.	49,131	1,165,240
Paints and Colours	5,270	105,400
Paper	50,632	1,687,734
Pepper and Pimento, ground, 3,807,000 lbs.	3,807	114,210
Materials N. O. P.	832,896	16,657,820
Photographs (Copies, &c.)	867	17,340
Pianos and other Instruments	5,252	105,040
Pickles, Preserves, &c.	4,554	91,080
Pottery Ware	6,442	128,840
Repairs of Engines (increased value)	9,084	302,890
" Steam Ships (increased value)	171	5,700
Sails, Tents, Awnings, &c.	24,142	482,800
Bicarb. Soda, 76,800 lbs.	634	107,200
Ships	10,960	548,000
Silk Manufactures	8,012	160,240
Silver	9,269	185,389
Slate, &c.	1,590	53,000
Snuff, 19,085 lbs.	7,634	19,085
Soap, Soft	1,551	31,020
" below 5 cents, 69,500 lbs.	139	3,415
" above 5 cents, 6,155,000 lbs.	61,550	615,500
" Fancy, 344,820 lbs.	17,241	244,820
" Starch (Corn), 220,666 lbs.	662	22,066

Manufactures—continued.

Manufactures.						Tax Paid.	Value.
						\$	\$
Steam Engines (Iron)	..	..	..	..	..	..	3,889,530
Steel Bars, &c., tons	..	..	..	..	..	..	588,480
„ Manufactures, N. O. P.	..	..	..	..	..	..	1,574,327
Stereotyping	..	..	..	..	..	2,891	57,820
Sugar	..	..	..	..	..	402	3,001
„	..	..	..	..	..	2,966	19,778
„	..	..	..	..	..	256,730	8,557,666
Yarn and Thread	..	..	..	..	..	71,291	1,425,820
Tobacco, Manufactured, Cavendish, Plug, Twist, &c. } 362,440 lbs. (tax, 40 cents)	..	..	..	..	..	144,976	253,708
„ Smoking, 214,588 lbs. (tax, 35 cents)	..	..	..	..	..	75,106	171,664
„ „ Stems, 143,347 lbs. (tax, 15 cents)	..	..	..	..	..	21,502	71,673
„ „ Fine-cut Chewing, 21,780 lbs.	..	..	..	..	..	8,712	17,494
Umbrellas and Parasols	..	..	..	..	..	41,751	831,420
Varnish, Japan, &c.	..	..	..	..	..	10,478	209,560
Mineral Water	..	..	..	..	..	8,037	160,740
Total	..	..	..	..	..	6,892,033	137,840,660

The following is a comparative statement, from the last official reports, of woollen manufactures in Philadelphia and certain States.

				Capital.	Products.
				\$	\$
Philadelphia	..	..	..	3,320,800	7,009,667
Maine	..	..	..	932,400	1,117,000
New Hampshire	..	..	..	1,142,000	2,601,000
Vermont	..	..	..	1,746,000	2,938,000
Connecticut	..	..	..	2,491,000	6,840,000
Rhode Island	..	..	..	3,168,000	6,915,000
New York	..	..	..	3,115,000	5,870,000

In many other branches of manufacture, the position of Philadelphia is equally prominent. In the manufacture of carpets her product very nearly equals that of all the New England States; so also with hosiery and silk fringes, chemicals, medicines, dental and surgical instruments, &c.

The capital invested in manufactures in Philadelphia is upwards of 100,000,000 dollars, the number of establishments over 6,000, male hands employed 70,000, female hands employed 32,000, annual cost of labour nearly 30,000,000 dollars, cost of raw materials over 70,000,000 dollars, and the annual value of products exceeds 136,000,000 dollars.

The following Table shows the number of animals slaughtered in Philadelphia during the fiscal year ending June 30, 1865.

	Number.	Tax.	Estimated Value at 1,000 lbs. Gross.
Horned Cattle, 1865	73,255	\$ 26,365	\$ 7,325,500
" " 1864	71,635	..	..
Increase	1,220	..	..
Calves, 1865	42,380	2,119	423,800
" 1864	51,360	..	..
Decrease	8,980	..	..
Sheep, 1865	289,740	14,487	1,760,868
" 1864	220,171	..	..
Increase	69,578	..	..
Swine, 1865	83,486	8,348	1,669,600
" 1864	77,269	..	..
Increase	6,184	..	11,179,708
Estimated Value in 1864	..	..	5,487,812
Excess of Estimated Value of 1864 over 1865..	..	..	6,791,996

AGRICULTURE.

The agricultural returns of cereals are not so encouraging for the year 1865. The average yield of wheat per acre, in Pennsylvania, has been only $12\frac{1}{2}$ bushels. The bulk of the wheat crop, however, is produced in the North-Western States; but there too the crops are discouraging. The crop of this State was only 11,688,511 bushels, the farmers apparently having gone more largely into other crops, for they raised 35,477,106 bushels of corn, and 46,371,669 bushels of oats, and 6,569,690 bushels of rye, with 1,199,058 bushels of buckwheat. The yield of corn (Indian) per acre was 40 bushels; rye $13\frac{1}{2}$ bushels. The number of acres planted in cereals was 5,912,830; in hay, 1,542,216 acres; oats, 1,369,754 acres; and the aggregate value of crops sums up 132,682,441 dollars.

The Pennsylvania farmer encounters many difficulties in the rugged mountainous surface, and consequent obstructions to transportation; but notwithstanding this, the State ranks second in the Union, and affords greater inducements for agricultural emigrants to settle and cultivate her wild land than any of the more western States.

STATE FINANCES.

The finances of the State appear in the most favourable light, the rapid growth of wealth and population gradually extinguishing the debt.

	\$	cts.
Receipts of the State Treasurer for the year ending	6,219,989	67
Nov. 30, 1865	..	..
Expenditure	5,788,525	16
Balance of available Funds left in the Treasury ..	2,373,668	14
Ditto of depreciated Funds	41,032	00

The sum of 1,903,842 dollars 88 cents was used in the redemption of the State debt, and 380,000 dollars were expended for military expenses growing out of the late war.

THE ARMY OF PENNSYLVANIA.

The number of men furnished by the State during the recent rebellion was as follows :—

1861.	April 15.	Three-month men	20,175
	May 3, July 22 and 25.	Three-year men	85,160
1862.	July 2.	Three-year men	30,891
	August 4.	Nine-month men	32,215
1863.	June 15.	Six-month men	3,708
	Oct. 17, 1864. Feb. 1.	Three-year men	55,369
1864.	March 14.	Three-year men	45,617
	April 23 and July 18,	100-days men	7,675
	July 18.	One-year men	42,133
		Two-year men	433
		Three-year men	12,493
		Four-year men	198
	Dec. 19.	One-year men	26,744
		Two-year men	204
		Three-year men	3,267
		Four-year men	44
Aggregate credited to Pennsylvania			366,326

This Table does not include all the Pennsylvania militia called out in 1862, 1863, and 1864. If these were added, the number of men furnished to the United States Government would much exceed that of New York. As it is, the number of men credited to Pennsylvania is nearly 14 per cent. of all the men called out during the war. In other words, the 366,326 men furnished by this State are nearly one-seventh of the 2,653,062 men credited to all the loyal States.

WAGES AND PRICES OF LABOUR.

In private employ the advance of wages has been about 100 per cent. since 1860, but it is much less in the Government employ and that of companies. Machinists who earned from 9 to 12 dollars per week in 1860, now receive 16 to 20 dollars. The wages of locksmiths have advanced from 9 dollars in 1860 to 15 or 18 dollars in 1865. Painters, who received 9 or 10 dollars, now receive on an average 21 dollars. Tailors get at least 100 per cent. more than before the war, as the making of coats was then at 6 dollars 50 cents, or 7 dollars; they now get 14 dollars. Cigar-makers have been increased more than almost any other trade, as in 1860 they received for best brands 4 dollars 50 cents to 6 dollars per thousand, the present price being 14 dollars. Bricklayers, whose wages were 2 dollars to 2 dollars 50 cents per day, now receive 4 dollars 50 cents to 5 dollars. Carpenters, who received 1 dollar 75 cents to 2 dollars, now receive from 3 to 4 dollars. The wages of plasterers have advanced from 1 dollar 25 cents, or 1 dollar 50 cents, to 3 dollars; and hod-carriers from 1 dollar 25 cents to 3 dollars. Gunsmiths now earn from 18 to 20 dollars per week, but formerly only 9 to 12 dollars. The salaries of clerks and teachers have only advanced from 25 to 50 per cent.

Rents have more than doubled. Houses that in 1860 could be obtained for 8 or 10 dollars per month, now command from 25 to 30 dollars; and those that rented for 20 to 25 dollars, now rent for 50 to 60 dollars.

In groceries, provisions, and liquors, the advance has been very high. Coffee advanced from 12 to 48 cents, sugar from 8 to 30 cents, butter from 25 to 75 cents, cheese from 10 to 40 cents; whiskey from 20 cents to 2 dollars, alcohol from 42 cents to 4 dollars, and beer per barrel from 5 to 12 dollars. Altogether the cost of provisions has gone up fully as much as the wages have done in the best of trades.

Prices.—The following Table is interesting, as it gives the prices in

this city, at different periods, of some of the chief articles of domestic consumption, and the comparative value on a gold basis.

Articles.	1861.	1863.	1864.	Oct. 14, 1865.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Flour, per barrel	4 97	5 70	10 60	8 20
Coal, per ton	5 20	8 66	11 25	13 50
Copper Sheathing, per lb..	0 24½	0 41½	0 60	0 45
Cotton, per lb.	0 16	0 74	1 54.	0 59
Codfish, per cwt.	3 00	5 75	7 00	8 12
Furs, Beaver, per lb. ..	1 10	2 75	3 50	2 45
Glass, Window, per 50 feet	3 12	4 68	5 00	6 40
Hides, Buenos Ayres, per lb.	0 19½	0 28½	0 34½	0 32
Hops, per lb.	0 20½	0 22	0 25	0 31
Oil, Whale, per gallon ..	0 44½	0 96	1 40	1 70
Pork, per barrel	15 90	13 90	41 00	37 00
Beef, per barrel	5 66	6 85	23 50	13 50
Tallow, per lb.	0 09	0 11	0 27	0 14½
Tobacco, per lb.	0 09	0 21	0 20	0 15
Whalebone, per lb.	0 70	1 55	1 90	2 12
Wool, Merino, per lb. ..	0 43	0 75	0 92½	0 71
Corn, per bushel	0 61	0 89	1 50	0 93
Butter, per lb.	0 15	0 22	0 36	0 50
Cheese, per lb.	9 07½	0 12	0 16½	0 16
Lard, per lb.	0 09	0 10	0 17½	0 27
Total Prices	42 43½	54 86	111 87½	97 52½
Price of Gold	..	145 00	280 00	145 00
Gold Value of Totals ..	42 43½	37 83	39 95	67 25

RAILROAD ACCIDENTS.

The following Table shows the carriage of passengers and the number of accidents that have occurred to them, for the last five years, in Pennsylvania.

	Number of Passengers.	Killed.	Injured.
1861	5,726,597	..	..
1862	5,925,501	118	88
1863	7,057,805	175	226
1864	10,135,139	203	214
1865	14,252,218	325	386

COMMON SCHOOLS OF PENNSYLVANIA.

Number of School Districts	1,837
Number of Schools	12,546
Number of Pupils	629,587
Average attendance	396,701
Number of male teachers	5,641
Number of female teachers	8,641
Expense of tuition, fuel, buildings, &c. (excluding Philadelphia) ..	\$2,775,484
Average pay monthly of male teachers	\$81 82
Ditto of female teachers	\$24 21

In Philadelphia there are 376 schools, with 74,344 pupils; average attendance, 86½ per cent.; male teachers, 84; and female teachers, 1,194.

The rapid increase of the public school system in this State is well worthy of note.

Year.	Districts.	Schools.	Teachers.	Pupils.
1835 ..	907	702	808	32,544
1840 ..	1,000	3,152	4,666	181,913
1850 ..	1,387	8,510	10,907	424,344
1860 ..	1,766	11,577	13,003	585,689
1865 ..	1,837	12,547	14,286	629,587

The number of private schools, seminaries, religious institutes, and colleges, is also very large, and steadily increasing.

PENNSYLVANIA HOSPITAL FOR THE INSANE.

Number of Patients received in 1865 ..	..	..	510
Discharged cured, Males ..	..	..	53
Females ..	..	..	49
Much improved ..	..	..	12
Improved ..	..	..	28
Stationary ..	..	..	26
Died ..	..	..	38
Causes of Death—old age, consumption, apoplexy, and organic diseases of the brain, chiefly.			
\$			
Amount expended on free patients ..	..	..	12,214
Total expenditure—Male department ..	..	..	70,039
Female ..	..	..	62,435
Nett receipts—Male department ..	..	..	66,186
Female ..	..	..	53,511

PRISONS AND PRISON DISCIPLINE.

The Report of the State Penitentiary of Philadelphia, the chief prison of the State, shows that the whole number of convicts was, for the year, 582. There were 230 white males, 9 white females, 4 mulatto males, 3 mulatto females, and 11 black males received; and 137 white males, 13 white females, 6 mulatto males, 2 mulatto females, 5 black males, and 1 black female discharged, leaving in the Penitentiary, on December 31, 1865, 418 prisoners thus classified: white males, 367; white females, 14; mulatto males, 11; mulatto females, 4; black males, 20; black females, 2.

The system adopted in this prison is the "separate," the term "solitary" being rejected. Each prisoner has his cell, and a small yard to take his daily exercise.

The disordered state of the country, caused by the rebellion, has increased the number of criminals. The war has developed an amount of crime hitherto unknown; and out of 257 persons convicted during the last year, 153 were soldiers, and the crimes of 60 were of the highest grades against persons and property.

The facility with which, in a time of war, the law can be evaded, has corrupted and hardened the moral nature; and familiarity with deeds of violence, in blunting the moral feeling, has greatly swelled the list of criminals.

TAXATION OF REAL ESTATE IN THE CITY OF PHILADELPHIA.

The rate of taxation is 4 dollars on every 100 dollars worth of property, and is appropriated as follows:—

Poor 17 cents	..	..	..	..	per	\$	100
Public Schools, 58 cents	..	..	..	..	..		100
Lighting the City, 28 cents	..	..	..	..	..		100
Fire Department, 65 cents	..	..	..	..	..		100
Water Department 21 cents	..	..	..	..	..		100
Public Department, 37 cents	..	..	..	..	..		100
Highways, 20 cents,	..	..	..	..	..		100
Loan, 1 dol. 50 cents	..	..	..	..	..		100

A house assessed in value at 1,000 dollars would pay a tax of 40 dollars.

Philadelphia, May 15, 1865.

